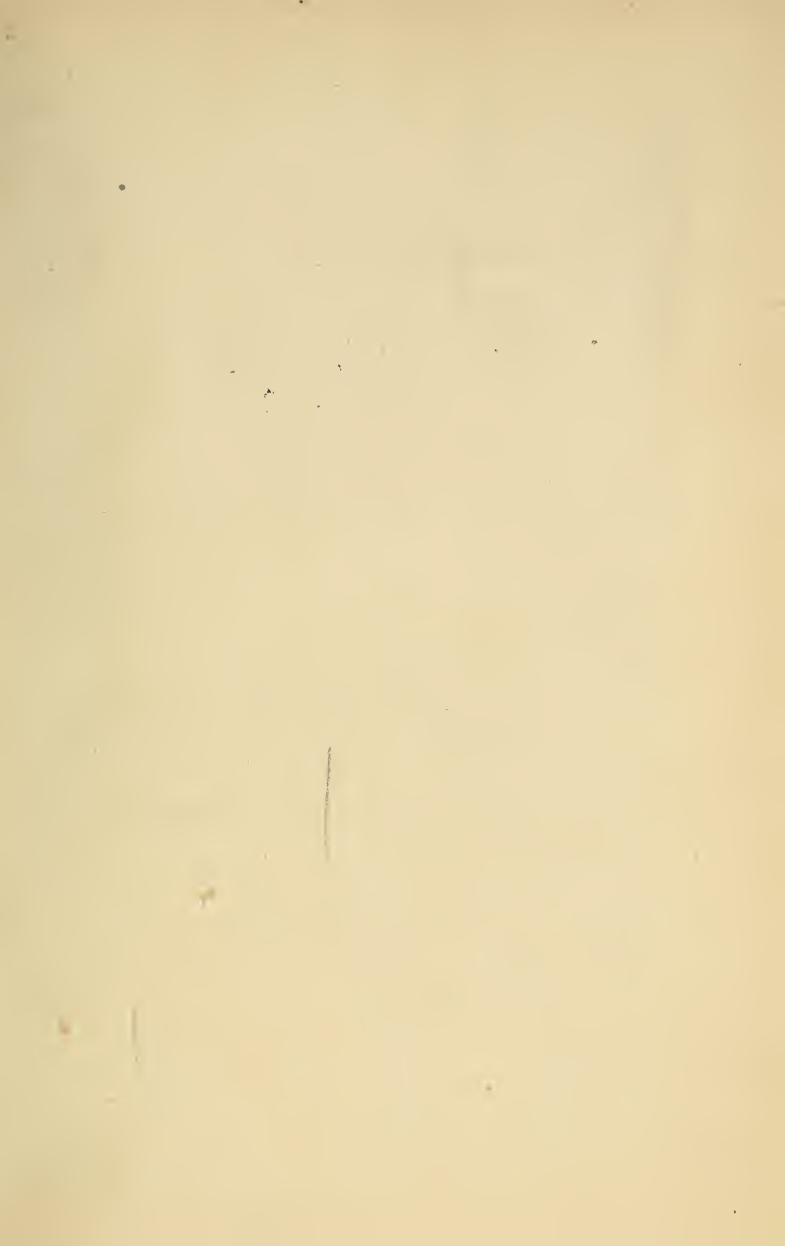



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THE
LIFE AND PATRIOTIC SERVICES
OF
JONATHAN MIX
1753-1817



A
BRIEF ACCOUNT
OF THE
LIFE AND PATRIOTIC SERVICES
OF
JONATHAN MIX
OF NEW HAVEN

BEING AN
AUTOBIOGRAPHICAL MEMOIR

Edited from the original manuscript, with notes and additions, together
with copies of the

UNITED STATES PATENTS FOR CARRIAGE SPRINGS

AN ACCOUNT OF THE

MIX FAMILY IN NEW HAVEN

AND OF THE DESCENDANTS OF JONATHAN MIX

BY
WILLIAM PHIPPS BLAKE

NEW HAVEN:
PRINTED BY TUTTLE, MOREHOUSE & TAYLOR
MD CCC LXXX VI

*CS71

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1886

B. 56.

24.720

Apr. 3, 1891.

To the Memory

OF

ADELINE NANCY MIX (BLAKE)

AND TO THE OTHER

DESCENDANTS OF THE

PATRIOT

WHOSE SERVICES IN THE CAUSE OF THE

INDEPENDENCE OF THE COLONIES

ARE HEREIN BRIEFLY

RECORDED

THIS VOLUME IS

DEDICATED

WITH

RESPECT AND AFFECTION

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PREFACE.

JONATHAN MIX was born in New Haven, Connecticut, at his father's home on the northwest corner of College and Elm streets, April 19th, 1753. He was the descendant in the fourth generation from Thomas Mix (Meekes), 1643, one of the early settlers of New Haven and first grantees. Of the period of his boyhood, little is known except through a letter written in 1810 by his half brother, Rev. Joseph Mix, from which it appears that he grew up in the midst of plenty and contentment and under good religious influences.

Reaching the age of 22 years, in the full vigor of youthful manhood, at the time when the souls of the colonists were stirred to resist the exactions of the home government and to assert an independent political existence, he entered the struggle with enthusiastic ardor and devoted himself unreservedly to the cause of liberty. We first find him studying the art of war with the association known as the New Haven Cadets, and responding to the call to

march at a few hours' notice from New Haven to Lexington to assist in resisting the British troops. He was also with the first naval expedition sent out by order of Congress, and under the command of Ezekiel Hopkins, and participated as Lieutenant of Marines in the capture of New Providence. Throughout the war of the revolution he was constantly and actively engaged in the effort to secure the freedom and independence of the colonies, and jeopardized his life by land and by sea until his imprisonment in the dreaded Jersey Prison Ship, from which, just before the close of the war, he was released (in 1782), and returned to his family in New Haven, broken in health and ruined in fortune. He then entered upon a struggle to maintain his family, and devoted himself to the arts of peace. He made several inventions and obtained patents for them during the administrations of Thomas Jefferson and James Madison. He, also, had a store on Chapel street, where the New Haven County Bank now stands, and lived in the house on Elm street where Dr. N. B. Ives formerly lived, now occupied by Dr. Carmalt. He built the house now owned by Eli W. Blake, next to the Pierpont house.

In business he was unsuccessful, and in 1808 he removed to New York and again engaged in trade, but gave it up at the breaking out of the war of 1812. He died in New York, January 18, 1817, in the 64th year of his age, and

was interred in a vault under the old Garden street church. He was twice married, first, in August, 1776, to Anna Sears, daughter of Joshua Sears of Norwalk, who died in 1799, and secondly, to Mary Elizabeth Phipps, daughter of Capt. Solomon Phipps, who had removed from Maine to New Haven.

Not only as a patriot and soldier, but as an inventor, Captain Mix claims our admiration and gratitude. Evidently if the best portion of his life had not been devoted to the defence of his country, he would have originated a still greater number of improvements and manufactures. His military experience led him to devise and construct novel equipments, such as cartouche boxes, and apparatus for removing the smoke from the fuse of guns on board ships of war. But the most important invention of all is the steel axle-tree spring, or elliptic spring for vehicles, which contributes daily to our comfort. He was the first to propose to attach a spring to the axle-tree parallel with its length, and to fasten it by bolts or bands in the center. A patent was granted to him for this in 1807 under the name of Main Springs for Carriages, and another patent in 1808 for Thorough-Brace Springs. Both of these inventions were designed to replace the old-fashioned leather springs or hangings for chaises or coaches, and have gradually passed into universal use. Tradition says that when the first carriage was fitted up with the new

main springs he took his wife and drove around the Green, telling her that with such an invention neither she nor her children would ever be without their coach to ride in.

Captain Mix's memoir of his services to the country was not prepared for the gratification of personal pride, but at the request of friends, when it was proposed to seek relief from Congress for his losses during the war by the depreciation of continental money, and especially for the loss of the old homestead by confiscation while under mortgage to the notorious tory Joshua Chandler, who fled from New Haven with Tryon. Captain Mix was strong in the conviction that this wrong should be righted, and that the government he had labored so hard to establish would make proper restitution. Death, however, closed his efforts, and no further action has been taken.

W. P. B.

MILL ROCK, June, 1886.



THE GOVERNOR'S FOOT GUARDS AND THE MARCH TO LEXINGTON.

IN April, 1775, I was a member of the military company known as the New Haven Cadets, and afterwards as the Second Company of Governor's Guards.

We had formed an association and adopted a uniform, and met twice a week to learn the Merrill exercise. We hired one Burke, a deserter from the British army, to teach us. There were ninety-two of us, besides our commissioned officers. Out of this number sixty-two got commissions in two years. Benedict Arnold, who afterwards turned traitor, was chosen our captain.

By attention to our duty and with a spirit that then animated us we had become expert in the Merrill exercise by the time of the memorable day the disturbance took place in Boston between the British troops and our militia. The alarm flew

through the then colonies with rapidity almost of lightning and called her then fitted sons to break the bonds and fly to arms. On the receipt of the news Captain Arnold sent a herald to every door where a member of his company lived and called us to the parade ground, then and there to say whether or not we would fly to the aid of our brethren in Boston. We were ordered to be on the ground equipped in one hour. In two hours thirty-six of us were ready with our equipments to march. A vote was taken whether we would go or not, and without a dissenting voice it passed. Then the question was put to us to vote how soon? The united voice was, in two hours. We met accordingly, and before the sun had set by two hours we quit our friends, who followed us a long distance, some half a mile, some a whole mile. Mothers were there with flowing eyes, thinking we should never return, yet the spirit of liberty so animated them they could not wish us to turn back, but blessed us and bid us go on and prosper. We pressed on with vigor, longing to meet our foes. The third day after, we came on Roxbury Neck and found there sentinels of British soldiers that forbade our entrance to Boston. We remained

there some time, then went to Cambridge to take up a number of tories and put them under guard, and we took possession of their houses for barracks.* We remained there on guard round Boston till troops came on, organized by our New Government, to take our places. Many of our company got commissions. I was offered one, yet for some reason, I know not, I would not accept of one, but when my time of service was out returned to New Haven, after receiving the thanks of the Commanding General.

The first entry in the Record Book of this company, is the following article of association :

NEW HAVEN, December 28, 1774.

As we the subscribers are desirous to encourage the Military Art in the town of New Haven, and in order to have a well disciplined Company in said town, have agreed with Edward Burke to teach us the military exercise, for the consideration of three pounds lawful money per month, till such time as we shall think ourselves expert therein. We then propose to form ourselves into a Company, choose officers, and agree upon some uniform dress, such as a red coat, white vest,

* The Governor's Guards at Cambridge were quartered at a splendid mansion owned by Lieutenant-Governor Oliver, a tory.

white breeches and stockings, black half leggins, or any other dress that may then be thought proper. We also agree that we will endeavor to furnish ourselves with guns and bayonets, as near uniform as possible, and other accoutrements: (But no person shall be obliged to equip himself as above, by signing this agreement, if he desires dismissal before he signs other articles.) This agreement only obliges every signer to pay his proportional part of the expense of instructors, &c.

HEZEKIAH SABIN, JR.	GOLD SHERMAN.	JONATHAN MIX, JR.
SAMUEL GREENOUGH.	EZEKIEL HAYES, JR.	JEREMIAH PARMELE.
ELIAS STILLWELL.	WILLIAM NOYES.	JOSHUA NEWHALL.
THADDEUS BEECHER.	ABRAHAM TUTTLE, JR.	RUSSELL CLARK.
ANER BRADLEY.	ISIAH BURR.	WILLIAM LYON.
AMOS DOOLITTLE.	JABEZ SMITH.	ELEAZER OSWALD.
JOHN TOWNSEND.	SEABURY CHAMPLIN.	JOHN THATCHER.
EZRA FORD.	JAMES HILLHOUSE.	BENONI SHIPMAN.
NATHAN BEERS, JR.	WILLIAM LARMAN.	HEZEKIAH BAILEY.
NATHANIEL FITCH.	HEZEKIAH AUGUR.	SAMUEL WILLARD.
BARNABAS MULFORD.	PIERPONT EDWARDS.	JESSE LEAVENWORTH.
PARSONS CLARKE.	JAMES WARREN.	TIMOTHY JONES, JR.
JAMES PRESCOTT.	NATHAN OAKS.	JOHN SHERMAN, JR.
HANOVER BARNEY.	DANIEL INGALLS.	ELISHA PAINTER.
STEPHEN HERRICK.	ELIAS SHIPMAN.	BENEDICT ARNOLD.
JONATHAN AUSTIN.	JONAS PRENTICE.	HEZEKIAH BEECHER.
DAVID BURBANK.	FRANCIS SAGE.	AMOS GILBERT.
DANIEL BISHOP.	ARCHIBALD AUSTIN.	KIERSTED MANSFIELD.
ELIJAH AUSTIN.	ELIAKIM HITCHCOCK.	ELIAS TOWNSEND.
SAMUEL NEVINS.	WILLIAM ATWATER.	JOSEPH PECK.
AMOS MORRISON.	JAMES HIGGINS.	CALEB TROWBRIDGE.
ROSSITER GRIFFING.	JOHN BECKWITH.	

On the 16th of March, 1775, Benedict Arnold was chosen captain.

The news of the battle of Lexington arrived at New Haven on Friday, the 21st of April, 1775, about noon, and Captain Arnold immediately called out his Company and proposed their starting for Lexington to join the American army. About forty of them consented to accompany their commander. Being in want of ammunition, Arnold requested the town authorities to furnish the Company, which they refused to do. The next day, immediately before they started, Arnold marched his Company to the house where the selectmen were sitting, and after forming them in front of the building, sent in word that if the keys of the powder house were not delivered up to him in five minutes, he would order the Company to break it open and furnish themselves. This had the desired effect, and the keys were delivered up. They stopped at Wethersfield the second night, where the inhabitants vied with each other in their attentions to them. They took the middle road through Pomfret, at which place they were joined by General Putnam. On the Guards' arrival at Cambridge they took up their quarters at a splendid mansion owned by Lieut.-Gov. Oliver, who was obliged to flee on account of his attachment to the British cause. The Company was the only one on the ground complete in their uniform and equipments and, owing to their soldier-like appearance, were appointed

to deliver the body of a British officer, who had been taken prisoner by the Americans, and had died in consequence of wounds received at the battle of Lexington. Upon this occasion, one of the British officers appointed to receive the body from the Guards, expressed his surprise at seeing an American company appear so well in every respect, observing that in their military movements and equipments "they were not excelled by any of his Majesty's troops."

After remaining nearly three weeks at Cambridge, the Guards (except those who remained in the army), returned to New Haven.—*Vide account by Chauncey Goodrich of the Invasion of New Haven by the British Troops. N. H. Hist. Soc. Coll., ii, 31.*





WITH GENERAL WOOSTER: HORSE NECK,
PLUM ISLAND: COMMISSIONED CAP-
TAIN OF LIGHT INFANTRY: ORDERED
TO CANADA: ACCIDENT, AND RETURN
TO NEW HAVEN.

I RETURNED to New Haven from Bos-
ton in July, 1775, and with an earnest
desire to go on board some armed vessel
of war. But there was none fitting out
that I chose to venture in. About this time I
went to New York and contemplated going to
Philadelphia to go out from there as I understood
Government was fitting out an armament for some
place not named, but it was not to be the case yet.
General David Wooster* was appointed to the com-

* David Wooster was born at Stratford, Conn., March 2, 1710; graduated at Yale College, 1738; married a daughter of President Clap, 1740; Colonel of the 3d Connecticut regiment, 1755; one of the originators of Arnold's expedition for the capture of Ticonderoga, April, 1775; appointed brigadier-general June 23, 1775; mortally wounded in the defence of Danbury against Tryon. Died May 2, 1777.

mand of a regiment to be raised for seven months' service. He was a friend of my father, and I was well acquainted with him. He often said he wished me to go with him for this seven months, but as the commissions were all given out before I came from Boston he could not then give me one, but said within a few months I should have one. I consented and joined his company and the wagons as first sergeant. In August, 1775, we marched on to Horse Neck and lay there the rest of the summer. In the fall we went on to Newtown. The General wished to put his regiment into as good state as he could, and so got liberty to raise out of the regiment a company of grenadiers, and a company of light infantry. The men were by his orders taken out of the regiment; the grenadiers of the largest men, the light infantry of about my size, as I then was. After each company was signed they were led to the choice of their captains and lieutenants. They chose Captain Parmele, of New Haven, captain of the grenadiers and J. Mix (myself) captain of the cadets, or light infantry, and Hezekiah Augur and L. Hitchcock lieutenants. We received our commissions and soon after were sent on to the east end of Long Island, at the oyster

ponds at Plum Island, and about there, as British ships did much damage there. There then lay there one ship of war and a brig. They landed on the south end of this island with three boats to get cattle, not knowing we were there. I immediately marched with my company by the General's order. We got close on them before we were discovered and killed several of them, but before we could prevent it they jumped into their boats and got off. The ship weighed anchor and came in close to shore to annoy us, and fired grape shot. They made no more attempts to land there. We had two men wounded.

EXPEDITION TO CANADA.

Soon after this we received orders to go to the Northward. We went across and embarked with Colonel Waters' barge regiment on the North River for Albany. Going on to Canada we got on to Fort George, and crossing Lake Champlain in bateaux we stopped at night at the 365th Island, or on an island we named Wooster. Here I met with a serious accident. By a fall across the thwart of my boat with a tent on my shoulder I broke two of my ribs when going ashore to pitch

our tents. This was a great misfortune to me. General Wooster would not let me go on any farther as he said if he did he was sure it would cost me my life, and he could not answer to my friends. This was one of the most trying events of my life, to be stopped in my career, to be separated from my good friend, the General, whom I looked upon as a father, to leave all my good brother officers and the beautiful company that was then in the service—a company in which I had great pride. I had got them dressed in the best uniform and, as it were, I gloried in them. Next morning when the General came to see how I was I renewed my request to go forward with my company, but he at once said it was in vain, his mind was made up, and although it was a loss to him to part with me it must be. He said that I might pick any five men I chose to carry me down to Fort George; that my waiter might also go with me; that he would send a corporal with me; that I must immediately after my arrival order them on again with some articles which he sent a list of, and so bade me adieu, which forced many a tear from my eyes. He gave orders if I got well before the campaign closed I might come on. But what a trial I met

with when my dear company came in one body to bid me adieu I leave those to judge whose heart is attached to any object as mine was to my company, my General, and the cause.

I cannot express what I now feel, although forty years of cares and disappointment have passed over me, yet this seems to be the severest of almost all I have experienced since. Doctor Potter, doctor Chalmers, and doctor Ives all came to get me comfortably aboard the boat and gave orders to the men how they must handle me, as I could not help myself. Then my heart, as it were, fainted as I with sorrow ordered my boat to return by the same way that I passed over but the day before with ardor, with animation, and vigor, but now lying on my back in the middle of the boat.

I arrived at Fort George about midnight, and was carried into the barracks on a litter by four of my men; the same barracks that I had left the second morning before with all the bright hopes of an enthusiastic soldier pressing forward for the good of my oppressed country. Then I learnt how frail a thing is man!

Here I lay in this doleful fort, in a barrack where none knew me but my one attendant. In

the morning General Schuyler,* who commanded there, sent for me to come to his quarters, which were without the fort. I sent word by my servant that I was not able to come. He d——d the servant and bid him to be gone, or he would confine him, and to tell me to come to him or I should receive no assistance. I then by a Mr. Warner, who feared him not, requested he would send one of his officers to see me as I could not go to him. He paid me no attention nor said any more to me till the third morning. I made out by help from my cash I had at that time to live till then, when the General appeared with Mr. Warner, and when he saw me said he had been wrongly informed by one of his officers in regard to me. After that I fared as well as could be expected, as the General being conscience struck sent me several good things and sent his doctor to attend me. He also came often. I remained about two months there when I determined to start for Albany. I applied for money but could get none, but being sure I could

* Philip Schuyler. Born at Albany, November 20, 1733. Appointed June, 1755, Captain New York Volunteers. Appointed Major General by Congress after battle of Bunker Hill and placed in command of the northern department. Commanded the Lake Champlain division of the expedition to Canada; relinquishing it, by reason of ill health, to Montgomery in September, and returned to Albany.

do no more, that the campaign was about closing, that our people got no farther than Isle au Noix, and that their time of seven months was nigh out, without money, with a small quantity of provisions, as I could not carry much, I took my departure. I could not walk more than two miles a day at first, and went alone through the woods, as the General would not let my servant come with me. But after seven days' travel, lying in the woods at night, I arrived at Albany, to my great joy, where I received money and every thing I wanted for comfort. A few days after I started for home, going part of the way in a wagon and part of the way on foot. I reached New Haven some time in October, 1775.





RAID TO NEW YORK, CAPTURE OF DOCTOR SEABURY, AND THE DESTRUCTION OF RIVINGTON'S PRESS.

AFTER arriving at New Haven from Lake Champlain in the fall of 1775, I joined about one hundred men, under Colonel Sears's command, and went from New Haven by land to New York and took Rivington's* types and destroyed his press (he was printing against the colonies), and then returned to New Haven.

* James Rivington was born in London about 1724, settled at Philadelphia, 1760, and in New York, 1761. Established the *New York Gazetteer*, April 22, 1773. After the destruction of his press he went to England and returned with a new press, and in October, 1777, he commenced the publication of *Rivington's New York Loyal Gazette*, afterwards changing the title to *Royal Gazette*. Rivington was known as the lying hector of the *Royal Gazette*, and is believed to have been the author of "The Epilogue," comparing the Revolution to a farce, which appeared in his paper in October, 1778, as, also, in a ballad sheet, posted in the streets of New York.—*Vide Songs and Ballads of the Revolution*, p. 221, and *Johnson's Cyclopaedia*, p. 1660.

I will here mention some of the particulars of this affair. Colonel Isaac Sears* came to me and told me that he and a number more were about making up a private enterprise and wished me to join. I told him I was ready; but, said he, are you before you know for what? I told him it was enough for me if it was such a one as he approved of. He told me then that I must procure a horse and be on the Green one hour before day, the third day after; a horse that was able to carry me to New York before night, but I must keep it private. As he wished me to take part

* Isaac Sears, son of Joshua Sears, of Norwalk, and brother of Anna Sears, wife of Jonathan Mix, "was born at Norwalk, Conn., in 1729. He was a successful merchant in the city of New York, when political matters attracted his attention. When the Stamp Act aroused the colonists, Sears stood forth as the champion of right, and was one of the most active and zealous members of the association of the Sons of Liberty." "He was celebrated during the war for his self-denial, and devotion to the cause of liberty. He died at Canton, where he had gone with a cargo, in 1785."—*From Lossing's Field Book, cited in Songs and Ballads of the Revolution, pp. 74-77*, in which we also find this Son of Liberty called "King Sears," in the first verse of "Loyal York," a song of exultation attributed to Rivington, which appeared a short time after the New York Assembly agreed not to send delegates to the Congress to assemble in May of that year. The verse is:

"And so my good master, I find 'tis no joke,
For York has stepped forward and thrown off the yoke
Of Congress, committees, and even King Sears
Who shows you good nature by showing his ears."

in command I should know we were to strip all the tories of their arms on our route down, and to go into New York each with a bag which would be provided, and go immediately to Rivington's printing office and take away his types, he who was printing against our government. I readily agreed, and we met at the appointed time, one hundred of us, and started before sunrise for New York. On the road we took Doctor Seabury* and about twenty more, with all the arms they had in their hands, put them under a strong guard, for we then had men enough, as they joined us on the road continually; we kept them prisoners till we returned. We went on, and next morning, about eleven o'clock, got into New York, surrounded the house and sent up a sufficient number of our men to take away all the types. His friends threatened to fire on us, but we ordered them to disperse or we should fire on them. We returned to New Haven with the tories and types, which put a stop to Rivington's printing against the States or Colonies. After that we daily got together for

* Samuel Seabury, D.D., of Westchester County, was consecrated Bishop of Connecticut at Aberdeen, Scotland, in 1784, and was the first American Bishop of the Protestant Episcopal Church.

some time and picked up tories and put them under guard.

A letter from New Haven to the *Pennsylvania Journal*, December 6, 1775, under date of November 29, says:

"On the twentieth of this month sixteen respectable inhabitants of this town in company with Captain Sears, set out from this place for East and West Chester, in the province of New York, to disarm the principal tories there and secure the persons of Parson Seabury, Judge Fowler, and Lord Underhill.

"On their way thither they were joined by Captains Richards, Scilliate and Mead, with about eighty men. At Mamaroneck they burnt a small sloop which was purchased by Government for the purpose of carrying provisions on board of the *Asia*. At Eastchester they seized Judge Fowler, then repaired to Westchester and secured Seabury and Underhill. Having possessed themselves of these three caitiffs they sent them to Connecticut under a strong guard. The main body, consisting of seventy-five, then proceeded to New York, which they entered at noonday on Thursday, the 23d, on horseback, with bayonets fixed; in the greatest regularity went down the main street and drew up in close order before the printing office of the infamous *James Rivington*. A small detachment entered it, and in about three quarters of an hour brought off the principal part of his types, for which

they offered to give an order on Lord Dinsmore. They then faced and wheeled to the left and marched out of town to the tune of Yankee Doodle. The vast concourse of people assembled at the Coffee House Bridge on their leaving the ground and gave them three very hearty cheers.

“On their way home they disarmed all the tories that lay on their route, and yesterday arrived here, escorted by a great number of gentlemen from the westward; the whole making a very grand procession. Upon their entrance into town they were saluted with the discharge of two cannon and received by the inhabitants with every mark of approbation and respect. The Company divided into two parts and concluded the day in festivity and innocent mirth. Captain Sears returned in company with the other gentlemen and proposes to spend the winter here, unless public business should require his presence in New York. Seabury, Underhill and Fowler, three of the dastardly protesters against the proceedings of the Continental Congress, and who it is believed had concerted a plan for kidnapping Captain Sears and conveying him on board the *Asia* man-of-war, are (with the types and arms), safely lodged in this town, where it is expected Lord Underhill will have leisure to form the scheme of a lucrative lottery, the tickets of which cannot be counterfeited, and Parson Seabury sufficient time and opportunity to compose sermons for the next Continental Fast.”

This bold, incisive stroke at the heart of Royalism, which silenced Rivington's press and drove him from the country, was a masterly and efficient service to the cause of liberty for which we may ever be thankful. It was most exasperating to the Royalists. Governor Tryon, in a despatch to the Earl of Dartmouth, reports it as "a fresh outrage from the Connecticut people," how near one hundred of their horsemen, with Isaac Sears, Samuel Broom, and other turbulent fellows at their head, came into the city of New York and going up to Mr. Rivington's house, part of them dismounted, went into his printing office and took away all his types with other articles out of the shop, and then, to the disgrace of the city, were suffered unmolested to leave the town.* It offended, also, the slow going burghers of New York, for it was looked upon as an intrusion and was a tacit but emphatic reproof of their lukewarmness in the cause of liberty and want of active, practical patriotism in permitting such a public enemy as Rivington to publish his tory sheet.

The city authorities complained of what they were pleased to call "an outrage," and the General Committee complained to the Provincial Congress. Even John Jay objected. He wrote to Governor Trumbull expostulating, but the Governor, after a long delay, replied, reminded him that the act occurred at noon-

* Col. Doc., viii, 645-6.

day without terror or violence to the citizens, and that the leader of the expedition was not a Connecticut man, but a respectable member of his city and of Congress, and therefore the affair could not be considered as an intrusion of Connecticut people into "your Province, but as a violence or disorder happening among yourselves and not an intrusion from another colony."

It is interesting to contrast the difference of feeling toward Rivington in New York and in New England. It shows us where the fires of the Revolution were kindled and fanned into active flame. In New York Rivington and his press were tolerated on the transparent pretence that he presented both sides of the question, that he printed the arguments of Whigs and Tories alike. But to the patriots of New England there were not two sides. New England, with Virginia, believed that the "war had already begun." The days of discussion had passed and the time for action had arrived. To men who had thrown overboard the tea in Boston Harbor in 1773 and those who had marched from our Green to Lexington, the toleration of a tory sheet in New York was a crime against Liberty. Rivington was held up to execration in New England. His papers were often taken by force from the post-riders and burned. At Newport, R. I., a committee had resolved that no further dealings should be had with Rivington and that his papers should not be received. He was "boycotted," to use

the late phrase. The clergy preached against him and he had been burned in effigy in New Jersey.

This expedition from New Haven was one of the series of brilliant overt acts which preceded the active, general warfare of the Revolution. It should have a place in history with the accounts of the destruction of tea in Boston Harbor, the burning of Falmouth, on the coast of Maine, and the seizure by the British of Hall's types in Virginia, which happened but a month before and may have suggested the raid upon Rivington's press in retaliation.





NAVAL SERVICE: EXPEDITION TO THE
BAHAMAS: NEW PROVIDENCE: INTER-
CEPTION OF THE JAMAICA FLEET.

IN the month of January, 1776, Captain David Phipps* called on me and wished me to join him in recruiting men for a fleet fitting out by our government on a secret expedition, and promised that if I would assist in recruiting I should have a commission in the fleet when we joined it. We recruited. I obtained twenty-six men and started with them and others, amounting to about one hundred men, to New London, where we recruited until the first of February, then took a vessel and went around to the mouth of the Delaware. Here we met with difficulty by the ice in getting up and were detained. In March, about the 15th, met the fleet that we were to go on board of coming down,

* From Casco Bay, Maine; the brother of Captain Solomon Phipps, father of the second wife of Captain Mix.

commanded by Admiral Esek. Hopkins,* consisting of the ship Alfred, the Admiral's; the ship Columbus, Captain Preble, each mounting thirty-six guns; also the brig ———, and brig Cabot, Captain Hopkins, the commander's son, and sloop Providence, and one more sloop and two schooners. Captain Phipps and myself were ordered on board sloop Providence, commanded by Captain Hazard, till we arrived at our destined port. We had a pleasant passage and in about eighteen days arrived at New Providence, one of the Bahama Islands. We came to off the east end of the Island and landed the marines, of which I had

* Esekiel Hopkins was appointed commander-in-chief of the navy by the Continental Congress in 1775, and was addressed officially by Washington as Admiral. This was the first regular naval appointment by the General Congress. Before the appointment of Esek. Hopkins there was really no regularly constituted United States Navy, though vessels had been sent out to cruise under the direction of a Committee of Congress, and by the authority of Washington. A resolution of Congress, October 13, 1775, directed a committee of three, Messrs. Deane, Langdon and Gadsden, to fit out two swift sailing vessels, one of ten and one of fourteen guns, "to cruise to the eastward to intercept the supplies and transports intended for the British army at Boston. Under this law it is believed that a brig called the Lexington, and a sloop, named the Providence, were equipped."—*Cooper's Hist.*, p. 50.

The first ensign ever shown by a regular American man-of-war was hoisted in the Delaware, on board of the Alfred, by the hand of Paul Jones.—*Cooper*, p. 51.

part command, receiving my commission while there. We stormed the first fort, called Nassau, of twenty-four guns, and gained possession at midnight. The men fled out of an under gate and went off unperceived; we received several shots before they fled, while close into the fort. No lives lost. By day we were ready, as we lay on our arms all night, to march for the other forts which they abandoned and left. We got possession of them by nine o'clock in the morning. We then had possession of the forts and towns. The Governor, Brown, lived on the top of the hill, one hundred and twenty steps up, cut in the rock. We then marched to take possession of the Governor and his house. He delivered himself up as a prisoner of war, and all the Council. The inhabitants hid themselves in the bushes chiefly back of the town. I was stationed on shore with thirty-five marines to take charge of the Governor, which I did for twenty-two days.* We took one of the out-houses for our guard house. My

* Cooper, in his *Naval History*, says: "On this occasion, the first that ever occurred in the regular American Navy, the marines, under Captain Nichols, appear to have behaved with the spirit and steadiness that have distinguished the corps from that hour down to the present moment."—*p.* 52.

orders were not to let anyone come out or go in without permission, which was very grievous to the Governor, but more so to his lady, who was very haughty and provoking in her language. The ship's company and troops were continually at work stripping the forts of the cannon and armament, loading them on our ships. While in possession of the fort we took several English ships as they came in, they not knowing that we had possession. When we had all aboard we sailed for America, bound to Rhode Island. The day we made soundings we got into the Sound round Plum Island about eleven o'clock in the morning. About three o'clock in the afternoon a signal was made that there was a strange ship in the fleet. The Commander ordered John Hopkins, commanding the brig Cabot, to go down and see who she was. I then belonged on the Cabot. We went down to the vessel, found she was a British ship of war. She immediately engaged us, gave us a broadside, we returned one, so that a smart action ensued till the Commodore came in contest with her, then she sheared off as fast as she could. We both gave chase. She fired her guns as being in distress, as afterwards we

heard she was. She hove over cable, guns and everything she could to lighten her.* We heard also that she lost thirty men. We lost six. When the morning came we found that we were close in under the Rhode Island coast and the British fleet all in sight getting under way to come out after us. We soon found them in chase and made the best of our way into New London, where we arrived safely before night.

At New London we discharged our New Providence acquisitions of arms, cannon, ammunition and warlike stores. These proved to be of great and timely use to our country, and this was acknowledged by all.

INTERCEPTION OF THE JAMAICA FLEET.

We remained at New London until the "Cabot" was refitted, and were then ordered on a cruise to intercept the homeward bound fleet of vessels from Jamaica. Captain Elisha Hinman, of New London, had been placed in command, with Captain David Phipps as first lieutenant.

* This vessel was the Glasgow, twenty guns, with a crew of about one hundred and fifty men.—W. P. B.

We fell in with the fleet off the western islands. There were five ships loaded with sugar, rum and coffee. Two days after we returned in safety, after having had a cruise of ten weeks and five days, with more prisoners on board than the number of our own men.

THREE MONTHS' CRUISE.

In three weeks we sailed again and had a cruise of three months from land to land. In this cruise we took seven sail of British ships and brigs. We burned two, manned four, of which two got in and the other two were retaken. We arrived safely March, 1777, with our vessel.

Captain Mix was honorably discharged at his own request, as appears from the certificate on file. This shows that he served for nine months as Lieutenant of Marines. His compensation for that time was £60. 15/. The paper bears the signatures of E. Hinman, Commander, and John Welch, Captain of Marines, and states that it is given by permission of Esek. Hopkins, Commander-in-chief of the American Fleet, dated at Boston, 11th February, 1777.

PRIZES TAKEN SEPTEMBER AND OCTOBER, 1776.

September 26.—Bark “Lowther,” from Jamaica, loaded with rum and sugar. Put Lieutenant Hamblin on board as prize-master.

September 28.—Three-deck ship the “Westmoreland,” Moore, master, from Jamaica with rum and sugar. Put Lieutenant Phipps on board as prize-master.

October 2.—Ship “Esther,” Jamaica to England with sugar and rum. Put Lieutenant Weaver on board.

October 2.—Ship “Clarendon,” Jamaica to England. Put Mr. Richardson on board.

October 3.—Brig “Watson,” Jamaica to England, loaded with rum, sugar, coffee and cotton. Put Mr. Thayer on board as prize-master.

October 5.—Ship “Georgiana,” mounting three five-pounders, but could not man her, so took out her guns and ammunition and put on board thirty-one prisoners from other prizes and let her go.





CRUISE IN THE MARLBOROUGH.

T AFTERWARDS sailed as captain of marines on board of the Marlborough,* thirty-two guns, two hundred and fifty men, under command of Captain Babcock, in pursuit of the Jamaica fleet, and off the English Channel fell in with the Irish ship called the Tartar, of thirty guns, frigate-built, with two hundred men, wild Irishmen ; we engaged her three

* Cooper, in his *Naval History*, p. 136, mentions the Marlborough as very conspicuous amongst the vessels employed as private cruisers. The Marlborough is said to have made twenty-eight prizes in one cruise. He also says, p. 130, "In many instances during the war of the Revolution the private armed cruisers displayed an honourable rivalry, by engaging vessels of war, that sufficiently showed the spirit of their commanders, and we find them nearly always ready when occasions have offered to quit the more peculiar occupation of assailing the enemy's commerce in order to lend their aid in any of the regular military expeditions of the country. In short, in this war, the officer and the common man appear equally to have passed from the deck of the public to that of the private cruiser, knowing but little difference between ships that carried the ensign of the republic and which in their eyes were engaged in the same sacred cause."

glasses, when she struck, the captain being killed. They left the deck, we took possession of her, found on her deck her captain, one horse and thirty-three dead men; we lost in the action five killed, but three mortally wounded, twenty-four slightly. But we now became burdened with so many British prisoners and so many hurt men we soon took a ship bound to England, put on board two hundred and ten prisoners, and gave them the ship; we soon fell in with two Jamaica vessels and took one of them of five hundred tons, and full of sugar, sent her in by Captain Phipps, and one ship more loaded with sugar, also the ship "Nancy," loaded with dry-goods. Her invoice was thirty thousand pounds, bound to Jamaica; put on a prize master and a complement of men, one Arnold, captain. Captain Joshua Sears, my first wife's brother, went second in command in her. She was retaken by the "Grayhound" and the crew carried to England, put into Fontaine prison, where Sears lay three years. I sold my share of prize goods for Continental or paper money, believing Congress would make it good, so that I had by me considerable money. I paid for my father better than two thousand dollars, but had

the privilege of redeeming his house and homestead, which was mortgaged to Joshua Chandler for twenty-two hundred dollars. I laid up the money to redeem the same, but Chandler refused to take it because the mortgage said on such a day to be paid; he said he would receive it on that day, but before that day came he joined the British and the property was confiscated to the States, so that I lost all which ought to come back to me, my three years' prosperity, by my believing and trusting to the redemption of the money, for I kept twenty-four hundred dollars till it would not fetch but one dollar per hundred. When I received this twenty-four hundred dollars I could have bought a good house and homestead or garden. I after sold the same money I tendered to Chandler, for twenty-four dollars to Ezra Ford, of New-Haven. This I lost by believing in the Government.* But to my sorrow our government was not able to redeem it, but there ought to be a redress yet from the Government.

* January 11th, 1776, Congress resolved that if any person should be "so lost to all virtue and regard for his country" as to refuse the bills or discourage the circulation thereof, and should be convicted by a "committee of safety," such person should be published and treated as a public enemy, and precluded from all trade and intercourse, etc.—*Breck, Historical Sketch of Continental Paper Money.*

EXTRACTS FROM THE LOG-BOOK OR JOURNAL KEPT
ON BOARD OF THE MARLBOROUGH.*

1778, *September 20.*—Saw two sails to windward standing towards us. At eight A. M. came up with one of them, which proved to be a British brig-of-war and a ship in company. Engaged the brig and the ship made off. We no sooner gave the brig a broadside than she returned one and a sharp engagement ensued for two glasses, broadside for broadside. Our men fought like heroes with the cannon, and the marines played their part extremely well. We shot away the enemy's fore top-gallant mast and damaged her very much, after which she was obliged to make the best of her way from us. We gave chase until eleven A. M., but could not overhaul her, our ship being heavily laden with pro-

* These extracts from the log-book do not appear in Captain Mix's narrative, but as they contain many details of historic value they are added here, although involving some repetition.

In regard to the importance of the services rendered by the privateers of the Revolution, Mr. Thomas Rutherford Trowbridge, Jr., in his article on the Ancient Maritime Interests of New Haven, *New Haven Hist. Soc. Papers*, iii, 180, says :—"No history or sketch of the maritime interests of New Haven would be faithfully narrated if the story of our privateers were left untold. Their enterprise, skill and courage must be recorded as a memorial for coming generations."

visions. We had killed in the engagement Thomas Stanton, the cook, and Peleg Thompson, one of my marines, besides several wounded: one Robert Wheaton, steward; John Larkins, man-at-arms; and one Chester Cheney. We also suffered damage in the sails and rigging. My marines discharged between twenty and thirty rounds a piece. L. by obs. $40^{\circ}.27$. Lon. $64^{\circ}.45$ W.

October 4.—Spoke with a ship from America, a privateer called the "General Sullivan." ——— Sullivan commanding, and a brig, a prize to the "Fanny," also a privateer, Captain James Thomson. The Sullivan had been out seven weeks and taken one prize.

October 2.—First part of the day a strong gale from the northeast. Got down top-gallant yards. At four A. M., as I got out of my cot in the cabin, a sea struck the ship astern and came in at our cabin windows and knocked me down on my back and then ran over me, which made me and many others think that we were sinking, we supposing that the whole stern was stove in. Some cried out "heave over the guns," and others "Lord have mercy upon us." But we soon found out what was the matter and got things again to rights.

We received some damage in our store room and magazine by the water. No obs. Lon. $50^{\circ}.40$ W.

October 7, 1778.—Fresh breeze and cloudy. Steering northeast. At four A. M. saw a sail to the windward. Called all hands and gave chase, and came up with her in about an hour. The First Lieutenant and four men went on board and sent the commander to us. She proved to be the *Snow* from St. Peters, having on board 161 passengers, going home to France. She gave us an account that St. Peters was taken the 15th of September by John Evens, Esq., Commodore of four frigates. The *Snow* was commanded by Monsieur Pierre Ward, Governor of St. Peters. We sent him on board and the Lieutenant came back. Lat. by obs. $42^{\circ}.58$. Lon. $50^{\circ}.34$.

October 15.—At two A. M. saw a sail close aboard of us. At six A. M. ran alongside and spoke her. She proved to be a Portugese, bound from India, Malabar to Lisbon, had been out three years from Lisbon, and was called *Jesus Maria Joseph*, belonging to Domingo Francisco, of Lisbon. Loaded with silks and the like. Lat. by obs. 35° . Lon. $35^{\circ}.23$ W.

October 21.—At six A. M. saw Teneriffe. It bore

northeast, distance seventeen leagues. The Island of Ferro bore southeast, distance six leagues, at meridian.

October 29.—Officers of the ship exercising the carriage guns and I exercising the small arms. At six A. M. saw a number of large grasshoppers and caught several to preserve in rum as curiosities.

October 31.—The first part of this twenty-four hours all hands employed in doing something or nothing. Officers employed in talking about their wives and sweethearts, which held till twelve o'clock P. M., and in drinking toasts, singing songs and in telling the biggest stories that we could muster.

November 3, Tuesday.—Moderate gale and cloudy weather. At six A. M. saw sail to windward. At eleven A. M. made all the sail we could and stood for her.

November 4.—Light wind. Set steering sails and royals and gained on the chase fast, at ten P. M. came up with her. She proved to be a small brig from Cork, bound to Jamaica. Hoisted out the yawl and sent the First Lieutenant and six men on board to take care of her until daylight. At seven A. M. wore ship and stood to the southward and

hoisted out the barge and yawl to get the stores out of the brig in order to burn her, she not being worth sending in.

November 5.—Lying to, getting the stores out of the prize. Cut away her spars and rigging and bringing them on board for fire wood and old junk. At three P. M. set her on fire, hauled in the barge and yawl and stowed them, and made sail S. S. W., the fire of the brig being still in sight at ten P. M. Lat. $22^{\circ}.6$. Lon. $30^{\circ}.09$.

November 8.—At five A. M. saw a sail at the windward standing to the westward. Handed top-sails and courses. Came on squally. Tacked ship to eastward. Lost sight of the chase at 9 A. M. Wind variable, moderate. Got sight of the chase again, then tacked ship to westward and set steering sails, water-sails and drivers.

November 9.—Variable winds and hazy. Came up with the chase at seven P. M., a brig from Cork, the Lord Clare, James Pine, master, bound to St. Kitts, laden with provisions valued at between £4000 and £5000 sterling. Hove to and sent ten men on board with Lieutenant Brown as prize-master, and four prisoners. Parted with her at noon. Lat. $18^{\circ}.48$. Lon. $36^{\circ}.02$ W.

November 11.—At twelve meridian saw two sails ahead. Made sail after them.

November 12.—Set all sail to overhaul the chase. At 7 p. m. we came up with the ship and she engaged us. We gave her three broadsides, which made her strike to us. She was a ship from Glasgow, called the *Nancy*, bound to Jamaica, with a valuable cargo of dry goods chiefly, valued at £30,000 sterling. We put on board thirteen men and four prisoners, with Mr. Josiah Arnold as prize master, and sent her for America.

November 29.—Moderate breezes and cloudy weather. At ten p. m. saw a sail under our lee bow standing to the south and westward. We made all sail and gave chase. At two p. m. lost sight of our chase. Lat. $22^{\circ}.26$. Lon. $70^{\circ}.13$ W.

November 30.—Saw a sail on our starboard bow, standing to the southwest. Gave chase. Then stood to the north and westward. At four p. m. saw two sail to the windward. We gave chase to these and quitted the first. At five p. m. they bore east by south, distance two leagues. Wore ship. Lost sight of them. Made sail and stood to northward. Lat. $22^{\circ}.46$. Lon. $71^{\circ}.26$ W.

December 5.—Fresh breezes and cloudy. At

four A. M. saw a sail on starboard bow, standing to southward and eastward. At six A. M. lost sight of her. At four P. M. saw a sail on the lee bow, standing to the northward and westward. We made all sail and gave chase. At seven P. M. strong gales and squally; carried our main top and fore top-masts over the bow. At eight P. M. got up another top-mast. At nine P. M. lost sight of the chase. Carried away our jack yard and some rigging.

December 6.—Fresh gales and cloudy. Got up fore and main top-gallant masts and mizzen top-gallant yard and cross jack yard.

December 7.—Fresh breezes and cloudy. At nine P. M. tacked ship to eastward.

December 8.—At two A. M. saw a sail to the eastward, and at six P. M. another on our starboard bow. Lat. $31^{\circ}.27$. Lon. $76^{\circ}.30$.

December 9.—Light winds and hazy. At nine A. M. saw a sail under our lee bow. The two sail still in sight bearing from us W.N.W., distance four leagues.

December 10.—Strong gales and hazy weather. Carried away our fore top-mast steering sail boom and got up another. Double reefed the main top-sail and hove to under the reefed main-sail. Reefed fore-sail. Saw a sail ahead standing to the eastward.

December 11.—Strong gales and squally. Got out our lower deck guns in the hold. Hove to under reefed main-sail. Lat. $34^{\circ}.56$ N. Lon. $74^{\circ}.55$ W.

December 12.—Strong gales to moderate. Saw a sail on our lee quarter standing to the southward. Unbent the mizzen to mend him.

December 13.—Weather moderated. Lat. by obs. $36^{\circ}.19$. Lon. $75^{\circ}.21$ W.

December 14.—Strong gales and squally. Saw a sail standing to the north. Made as much sail as we could and gave chase to her.

December 15.—Steering north. Sounded and no bottom found, with 120 fathoms. Lat. $39^{\circ}.52$. Lon. $75^{\circ}.04$ W.

December 16.—Strong gales and squally. Wind at northwest. Steering N.N.E. Saw a plenty of Gulf weed and penguins. At ten A. M. set main-sail and main top-sail and stay-sails. Sounded and found no bottom. At seven P. M. saw a sail to the windward standing to the southward. Set jib and mizzen top-sails and got the six guns out of the hold.

December 17.—Steering north. Wind moderate. Bent the best bower. At eleven P. M. sounded and

to our great joy found bottom in forty-five fathoms water; black, round stones and white sand.

December 18, 1778.—A fresh gale with the wind at S. S. W. Steering W. N. W.

At eight A. M. departed this life in hopes of a happier, Mr. Henry Smedzich, a prisoner taken on board of the brig Nautilus on the fourth day of November. Lat. by obs. $43^{\circ}.13$ N.





RESISTANCE TO THE BRITISH INVASION OF NEW HAVEN, FAIRFIELD AND NOR- WALK.

QUEN the morning of Monday, the 5th of July, 1779, at two A. M., the British came to take New Haven.* I was then living in the house on the corner of the Green, which I thought I owned. When we found that the enemy were about to land I had one of my horses hitched to the chaise, and had my servant boy take my wife and little son, J. P. Mix, about one year old, to North Branford, fleeing for their lives, while I resolved to meet the enemy. I went out to West Haven to look around,

* The force consisted of two men-of-war, the *Camilla* and *Scorpion*, with tenders and transports to the number of forty-eight, under the command of Sir George Collier. This fleet conveyed about 3000 men, commanded by General Tryon. Fifteen hundred were landed about sunrise a mile south of West Haven, on West Haven Point, and began a march of about seven miles to the northward, to head West River, and enter the town from the West. The forces in town were under the command of General Garth.

and there I found Colonel Sabins, who was the commanding officer. He desired I would ride with him, and I remained. We found that the enemy would try to reach the town by crossing the West Bridge, on the Milford road. We had that blown up, which caused them to go around about three miles farther;* we [about twenty-five in the party, increasing gradually to one hundred and fifty men] retreated before them till we got on the hill on the side towards the town, where we made a stand in order to hurry on our troops. The enemy pressed hard. They had had a smart skirmish with our people near Bradley's and a great many were slain.† When they got on the bridge [Thompson's Bridge, probably,] we let fly at them a charge of grape shot from a six pounder (we had places on the hill to cover the bridge), which made them fall back, but they rallied again and crossed the bridge with their advance guard. Colonel Sabins said it was time for us to make a rapid retreat, but I stayed a few minutes longer that our people might get on, but soon found that a party to the southward had forded the river and was about to cut us off. I

* This advance consisted of two companies of light infantry.

† The adjutant, Campbell, of the Guards, was killed during this fight and was buried near the summit of Milford Hill.

made a trial to get the force down to go into the field on the left, but no, there was but one way to save my life, that was to go as swift as I could along the road before the enemy gained it. I dropped the reins on my horse's neck and struck him repeatedly down the thigh with my sword. He stretched himself on as fast as he could. When I came abreast of them, the whole party, about twenty men, was on the trot, about eleven rods from the road, with charged bayonets. They let fly immediately at me and I expected to find my horse drop as soon as I saw them fire, but I found I yet flew on in full speed, and a kind providence of God then shielded me from death. I was soon out of range of their shot and could hardly believe that so great a body as the horse and myself, exposed broadside to so many shot, should not be cut down. When I got where I could breathe freely, out of danger, I searched my horse and found him sound, but I had received one shot through the brim of my hat on one side turned up, another shot had grazed the skin on the back of my hand that I held the bridle with, and another shot had split the pommel of my saddle to pieces. This I ever after looked upon as as narrow an

escape from death as I ever had and I desire to acknowledge God's mercy in shielding me in the manner he did while in such danger. I retreated further towards my house with a slow and unwilling pace, trying all the way to rally our militia and urging them to make a stand at the entrance of the town. I got a few to stop and face the enemy, and helped erect a breast-work with timber, rails, planks and boards we found there, and got a six pounder placed to cover the road above. When they had got nigh enough we gave them a shot of grape which halted their advance guard, and we could see several drop. They soon advanced again and we gave them a well directed shot and afterwards heard that six of their men had been killed. They then brought forward their artillery and fired round shot at us; one shot struck the pile of rails and killed one man and wounded several more. Then my companions began to leave me, and to my sorrow I soon found myself alone and the advance guard close upon me. It was in vain to stay any longer, for the shot flew past me and struck the road considerably beyond me. I fled into the town and hitched my horse at my own door, on the north corner of the Green, just to look into

the house; found it full of militia, plundering, eating and drinking. I took a few articles in a sheet from off the bed and tied them up and ran to the door to make my escape. The bullets flew past the door, as the advance guard kept up a constant fire as they marched in, but to my surprise my horse was gone. I was much exhausted, it being a very hot day, and not having any refreshment. It was then twelve o'clock, or thereabouts, but as God had spared my life thus far I had hopes He would continue his goodness and that in some way or other I might get clear from the unmerciful foe, who slew all that fell into their hands, great or small, young or old, found under arms. I yet found I was not forsaken, for just as I went out of the outer door at Captain S. Munson's corner I espied my horse a little beyond with a man on him. I spoke to a man on horseback nigh me and pointed out my horse, asking him to get him for me; he soon overtook the man and brought my horse back, which was a great joy to me, for the enemy was pressing hard, the shot flying continually and my strength well nigh gone.

We then went on to the Neck Bridge and there made a stand, and by four o'clock found that the

enemy had full possession of the town. Captain Thomson, of the army, and myself determined to go into town, or as far as we could; we proceeded on horseback, he with a carbine, I with no other arms but sword and a brace of pistols. We rode on to the entrance of the town so that we could look down Fleet street, where we saw the British soldiers crossing from one house to another. We did not stop until we came opposite Dr. S. Bishop's, corner State and Grand streets, when two British soldiers came out of Pintoe's house. One crossed over, the other began to damn us, called us Rebel rascals and drew up his musket to fire on us, leveling his piece at me. We endeavored to persuade him to desist, but he swore he would shoot us both. It was in vain to attempt to flee as his gun was leveled at us. I told him if he killed one of us the other would kill him. He took no notice but snapped his gun, but through God's mercy missed fire, which was the saving of my life. Thomson spurred his horse upon him, and while he was fixing and priming anew struck him on the head with the carbine and dropped him, then sprang off his horse, took the soldier's gun, gave me the carbine, and struck him on the head

till he thought him dead, then remounted. By this time ten or a dozen soldiers came out of Captain Todd's house and hurried towards us as fast as possible, but when they found we were about to get off the whole fired at us. The balls mostly passed by us, not one hit us. We again were shielded by that arm which still supports me to this day. We made what speed we could, as we found they were coming down upon us on every side. We reached our friends with joy. It was then ordered that not one more should cross the bridge, but that it should be blown up. I stayed for a while on the Neck Hill among the troops, who gave me more credit than I deserved and flocked around me to hear what narrow escapes I had had during the day.* At sunset after this day of great fatigue and hazard, I set my face towards lovely North Branford to seek my spouse—my soul's far dearer part. I found her with about twenty women waiting in great anxiety to hear from New Haven. It was a sweet and inexpress-

* In this resistance the American loss was twenty-seven killed and nineteen wounded. Among the killed were Captain Gilbert and Asa Todd, from the northern part of the town (now Hamden), and among the wounded Rev. Dr. Daggett, Captain Caleb Mix and Thomas Mix. Many of the killed appeared to have been bayoneted after being disabled by shot.

ibly joyful meeting, yes, more than tongue can tell, after danger, after almost despairing ever beholding her again. All crowded about us, the matron, the maid, the young and the old, asking me more questions than could be answered had I ten tongues.

On the sixth of July at daylight I hastened back towards town, and when I came in sight of it found it was on fire in part. I reached the streets by sunrise. The troops were drawn down to the lower part of the town and embarking. I went up to the house and found that they had robbed it of almost every article they could carry off and that they had destroyed every thing, breaking the furniture to pieces, scattering and destroying the beds and bedding. They had broken open my desk, where my two commissions were, and when they had found them they were more outrageous than before, calling my mother names and charging her with sending her sons to fight, frightening her so that she fled and hid in a neighbor's cellar till they went off. My loss was about one thousand dollars.

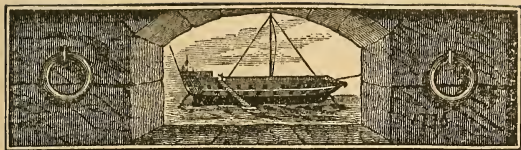
The enemy got on board as soon as they could, but we followed them down the wharf, where I had several shots at them till the ships fired on us while they got off. They sailed up the Sound, and next

day we found they landed at Fairfield. I again mounted my horse after I had got my wife home to my bare walls and empty house and went on to meet them, for now I had more courage than ever and was much exasperated against them for their cruel butchery in New-Haven and their robbery. When I got within sight of Fairfield the town was partly on fire. They stayed there but a short time and went on to Norwalk, where I followed them and in company with a party of militia took six British soldiers and other prisoners. The enemy committed the most savage acts at Norwalk, burnt the greater part of the town and then retreated on board of their shipping. The British party consisted of a few British troops, commanded by the tory George Collier, and the tory William Tryon. After they went on to New York I returned to New Haven, but could not stay long at home and soon went to sea again.

According to the article in the *Connecticut Journal* (published July 7, 1779, just after the British had ceased plundering and had left the town), the enemy's forces were conducted to the place by William Chand-

ler, son of Joshua Chandler, "late of this town, who with his family went off with the enemy in their retreat." So it would appear that this was the same Chandler, the tory, who held the mortgage on the homestead and refused to release it until the expiration of the period named in the bond.





CONFINED IN THE JERSEY PRISON SHIP.

I WAS taken by the enemy when going out of the Delaware,* in the brig Dandy, two days after leaving land by the Grosvenor [?], Captain Fortesque [?]. We were carried on board of the Old Jersey Prison Ship, where I remained nearly six months, till peace was proclaimed, and got home on the 20th of June, 1782, one out of twenty-two that were taken.

We arrived off Sandy Hook, twenty-two prisoners, captain, mate, lieutenant, etc., and were put into a whale boat with a strong guard. We were without any extra clothing, as they had robbed us on board of the frigate of our bedding, wearing apparel, money, and every thing but what was on

* The Delaware was much infested in 1782 by small British cruisers, and the State of Pennsylvania fitted out vessels in opposition.

our backs. We remonstrated against it to the Captain, and in a petition humbly entreated that our clothing might be restored to us, if nothing but a shirt to change with. Our answer was that we were better off than we deserved, as his majesty's ships wanted such men as we were and we had been offered wages, and preferment also, and we would not accept of it, and hoped we should all rot on board of the prison ship, "and now for the last time I offer to enlist you into his majesty's service, where you may have money and clothing." We with one accord returned for answer that we were Americans and by our country we would stand while life remained. I told him that no true friend to justice or equity could ask a man to turn against his country; he said "I was a damned saucy rebel and he had a mind to order me a couple of dozen before I went off," which so enraged me I told him to do it if he dared; it should cost him his commission—if he had one, if not his life, if he did. He uttered many heavy oaths against me and told me to be gone to Hell.

We got on board of the Jersey Prison Ship about ten o'clock at night, when all the prisoners were below. When we came along side of the

old hulk it struck me with a gloom I never can forget; the sentinels walking the deck, the sides of the ship with the ports open and grated over with bars of iron (she was a three deck old East India ship), to hear the hollow grumbling sound of at least nineteen or twenty hundred men shut up in her, and when passing the ports the heat of the breath and bodies almost suffocated me, as we passed close. Oh! thought I, this is enough to stagger any one. When I came on the deck I asked for a place where the officers stayed, as I had understood by our guard that we should fare better than the other men, but how was I disappointed when they opened the hatches and bid me go down, that one common lot was to all the prisoners. When I came to put my head below deck it almost overcame me, I cannot fully tell how I fared, or describe my sufferings. They cut us short of our allowance, and the little food they gave us was so bad it was not for two days possible for me to eat it, but time, which subdues all things, at last brought me to eat. Our allowance was two-thirds what they allowed their troops in quantity, but so prodigious bad that it was not eatable—damaged hard bread that you could see eaten through by the

weevils, meat that stank, that had been condemned on board ship after long voyages, in the most part, and every thing else in proportion. From nineteen to twenty hundred men in one ship's hold, shut as tight as possible for fear of our rising, made it so unwholesome that we lost from six to twelve every twenty-four hours; to paint the horror and distress of that dreadful prison ship is too painful for me, if I could do it. I was kept there in that doleful place till out of twenty-two that went on board with me twelve were dead, in the period of but six months and ten days. I afterward, at the end of the war, understood that they all but two died there. It would be tedious to tell the whole I endured, and it would naturally raise my feelings to such a pitch that they would not be conformable to my present surroundings. I then thought I would revenge myself on them if I had to go to England to do it, but I have learned that vengeance is not man's but God's, and I trust He will yet see that they do justice to my country, and that our struggles, our trials, and our continued perseverance will be the means under God to make this nation to excel all the other nations in due time, and that this land will be a land of freedom,

an asylum for the oppressed of other nations of Europe, and that we shall be a great and free and happy people. After these six months of imprisonment and indescribable cruelties on board of the hated Jersey ship, I succeeded, by the help of friends and influence,* in obtaining my liberty on parole, which tied my hands for a while.

PERMIT TO VISIT CONNECTICUT ON PAROLE.

NEW YORK, May 28, 1782.

I, Jonathan Mix, late a passenger on board the Brig Dandy, bound from Philadelphia to Amsterdam, captured by my ship Granas, and brought into this port, hereby acknowledge myself a Prisoner of War to the King of Great Britain, and having permission from his Excellency, Rear Admiral Digby, Commander-in-chief, &c., &c., &c., to go Connecticut, Do pledge my Faith and most sacredly promise upon my Parole of Honor that I will not do, say, write, or cause to be done, said, or written, directly or indirectly, in any respect whatever, anything to the prejudice of His Majesty's Service, and that I will return to this place in the space of thirty days from the date hereof and deliver myself up again to the Commissary General for naval prisoners, or to the person acting for or under him.

In Testimony whereof I have hereunto set my hand and seal at New York this twenty-eighth day of May, 1782.

JONATHAN MIX.

Present, WM. MERY.

* Tradition says that this was accomplished by the influence of freemasonry.

This is to certify that Jonathan Mix has signed a Parole, of which the above is a copy, and he has obtained leave to go from here to Loyd's Neck and from thence in a flag of truce to Connecticut.

Given under my hand at New York the day and date above written. To whom it may concern.

THOMAS D. HEWLINGS,
Commissary for N. P.

Thus at last I arrived in New Haven, destitute, without money or goods, as they had robbed me of all my clothes, my money, and about five hundred pounds sterling in value in goods that I had on board of the Dandy. I found my dear wife and three children needed my assistance.

"The JERSEY, originally a sixty-gun ship, became unfit for service, and in 1780 was placed in the Walabout and used as a prison ship until the close of the war, when she was left to decay upon the spot where her victims had suffered. On her quarter-deck was a barricade ten feet high with a door and loop holes on each side. The officers' cabin and steerage for sailors were under the quarter-deck. Her crew consisted of a captain, two mates, steward and a dozen sailors, and she also had a guard of twelve invalid marines, and about thirty soldiers, drafted from the British and Hessian troops on Long Island. The large number confined in the *Jersey*, sometimes more than a thous-

and at a time, and the terrible sufferings which they there endured have made her name pre-eminent, and her history a synonym for prison ships during the war."—*Wallabout Prison Ship Series, No. 2, p. 196.*

"The establishing of Prison Ships will be an everlasting dishonor to this war. The Jersey was a very large and roomy vessel; she had once carried seventy-four guns, but was now stripped of everything warlike and reduced to a naked hulk. All her ports were close shut and secured, which effectually prevented any current of fresh air between decks, where the prisoners were all shut down from sunset to sunrise, and during these melancholy hours all access to, or intercourse with, the upper deck was prohibited. She had a guard on board, which were forbidden on pain of severe punishment to relieve the wants of any distressed prisoner; and was anchored in a solitary nook called the Wallabout. . . . There were confined at this time in this much dreaded hulk about eleven hundred prisoners. No berths were constructed for them to lie down in, nor a bench to sit upon. Many were almost without clothes. The dysentery, fever, phrenzy, and despair prevailed among them and filled the place with filth, disgust and horror. The scantiness of the allowance, the bad quality of the provisions, the brutality of the guards, and the sick pining for comforts they could not obtain, altogether furnished continually one of the greatest scenes of human distress and misery ever beheld."—*Life of Talbot, p. 106.*

“How many American seamen, soldiers and citizens died in those floating dungeons of the enemy during the Revolutionary war, no man can tell. These piles on piles of their mouldering bones can give us no adequate conception of their number. From the dark caverns of the Jersey ship alone it is computed that more than eleven thousand dead bodies were deposited near this awful spot. . . . How many were swallowed by the waves of the Wallabout—God only knows. Their names and their individual sufferings are buried with them in oblivion; but their memory shall be cherished as long as liberty endures; and the monument here to be erected shall tell succeeding generations the inhuman deeds of former times that swept away a countless number of the sons of freedom because they would not be the slaves of despotism. . . . Dreadful beyond description was the condition of these unfortunate prisoners of war. Their sufferings and their sorrows were great, and unbounded was their fortitude. Under every anguish and privation of life they firmly encountered the terrors of death rather than desert the cause of their country. There on yonder wave swam the black hulk of the Jersey Prison Ship; surrounded with a ‘close, incumbent cloud’ of pestilence—filled with foul and suffocating vapours and echoing with the cries and the groans and the supplications of distress.”—*Extracts from the Oration of Dr. Benj. DeWitt, May, 1808. In Wallabout Prison Series, No. 2, 1865.*



REMOVAL TO NEW YORK: INVENTIONS.

IN 1809 I removed from New Haven to New York with my family and went into mercantile business. I continued and prospered, so that in two years I got well ahead, by diligence and punctuality, without asking a friend to endorse for me, and I thought I stood strong and well established, but I was taught in 1810 and 1811 that all things are uncertain and all earthly things fleeting and vain to depend on. In 1812 and 1813 I was again reinstated in business and did well until the war was declared, and this caused me to abandon it. My mind was immediately on the wing to go into the army or navy, but the situation of my family and my age were such I could not leave them.

I was much at the Arsenal, where an old officer of my acquaintance, Colonel Platt, commanded, and I devoted much time to the improvement of fire-arms and accoutrements. In 1807 and 1808

I had taken out patent rights for springs on carriages, and on the breaking out of the war I devoted more time to the improvement of cartouch boxes. Finally I struck on a plan of a cartridge box that I thought would be better than any other, as it would keep the cartridges from fire and water and could be carried without being cumbersome. I found that these boxes were approved by most of the military men that saw them, and I received many favorable letters and certificates.

As I was bred to war in my early days and to hate the British Government for their cruelty to me and my fellow citizens, I after perfecting the box gave more attention to artillery; I pitched on a plan to carry off the smoke from the fuse of cannon and to take sight by the same fixture, which met with the approbation of Commodores Rodgers and Porter. Mr. Fulton introduced me to Porter, as Mr. Fulton wished me to put the invention on the steam frigate's guns. After Commodore Porter came to the command, and Fulton's death [February, 1815,] he came to me in company with Captain Morris and told me he wished to have me put the improved guns on board the steam frigate on my plan and that Mr. Fulton wished it and thought it a great improvement.

He gave me an order to go and come when I pleased to put his guns in order, asked me to begin immediately to fix the two cannon that were mounted, as there was but two ready mounted. I went immediately to work and got the tubes made, when Captain Porter and Commodore Decatur came together to see my plans. Decatur appeared to be much pleased with both the cartridge box and gun. If he had not been all ready to sail he said he would have the guns of his ship fitted in my way or plan. He sailed the next day.

I went on to fit the guns of the steam frigate, Porter giving me an order on the Navy Yard for gun locks for the frigate, and continued with this work until the end of the war. I was then desired by Captain Morris to stop until it was decided who was to command her, as Captain Porter was ordered away. Had Mr. Fulton lived he would have had the frigate completely fitted on my plan, and it would have been so had the war continued. On the 14th of November, 1814, I received a commission in the New York State Sea Fencibles and was transferred to the United States Arsenal, under Captain Tyler, and have his certificate of my service there.

A copy:

NEW YORK, May 21, 1815.

I do hereby certify that Jonathan Mix, Lieutenant in the New York State Sea Fencibles, reported himself to me for duty agreeable to verbal orders received from Governor Tompkins on the 14th day of November, 1814, and has continued to report till this day—Six months and eight days.

Edward Tyler.

I this day look back with joy seeing the cause that I took up prospered and that my country is doubly established in her rights and privileges in this last war. Thus, notwithstanding I have been for the most part of my days in the country's service and have been imprisoned by the enemy, have run many hazards of my life, notwithstanding I spent the morning and the prime of my days in the cause of my country, and lost my property by my confidence in the Government—yet I say I have in the prospect that now is before me—joy. I have four sons now, although brought up in New Haven, Connecticut, surrounded by federals, yet they have in heart their father's spirit, each of them ready to take the part I have, and three of them, James, Elijah and Marvin, have borne commissions in the present or last war.

It is joy to me to think I shall leave my country's cause, in which I have stood, supported by all my children, who are true republicans, or true friends and supporters of the present Government. I have taught them to serve and support their country's cause next to their own soul's good.

My oldest son, James P. Mix, had a commission and fought in the war with the Algerines; is now in the navy at Marietta [?].

My second son, Elijah, has a commission in the navy, and had the charge of the Torpedo when they came nigh to blow up the Antagonist.

My third son, Marvin,* had the command of the *Lady of the Lake*, with Commodore Perry, on the lake. He went up the Mediterranean with Decatur as Lieutenant on board the *Fire Fly* brig.

My youngest son, William Augustus, was taken three years since when about seventeen years old, and carried to Dartmoor prison, where he lay eighteen months, then got over to France and went on board one of our vessels of war and cruised against the British till peace and got home on the 10th July last, 1814.

* Appointed Sailing Master in the Navy, September 22, 1812. Commissioned Lieutenant 9th December, 1814.

CERTIFICATE OF DISCHARGE.

Lieutenant Jonathan Mix has served as within mentioned and has behaved himself dilligent and obedient to command, is now discharged at his own request and by permission of Esek Hopkins, Esq^r, Commander in Chief of the American Fleet. Boston, 11th Feby, 1777.

N. B. As Lieutenant of Marines and has discharged his duty agreeable to us.

E. HINMAN, *Com^r.*

JOHN WELSH, *Captain of Marines.*

The account current on the reverse recites :

Dr. Lieut. Jonathan Mix in $\frac{9}{16}$ current with the Brig
 ——— ? [lost.]

To Captain Hinman for cash at sundry times as
 per receipt, 141 $\frac{1}{2}$ Dollars @ $\frac{7}{6}$ $\frac{3}{4}$ Currency £53.

To 1 Shirt & 1 pr Trousers, 39/8 $\frac{1}{4}$. Commissions
 on do, 2/- 2.1.8 $\frac{1}{4}$

To Captain Hinman for an order in your favour
 on Nathan^l Shaw, Esq^r, for the Ball^{ce} of this
 acct, being Five Pounds, thirteen shillings &
 three pence $\frac{3}{4}$ 5.13.3 $\frac{3}{4}$

£60.15.—

Errors Excepted. Boston [date lost.]

PAT. BURKE, *Clerk.*

APPENDIX

COPY OF THE PATENT FOR MAIN SPRINGS
FOR CARRIAGES, ISSUED APRIL 18, 1807.*

The United States of America.

To all to whom these Letters Patent shall come :

Whereas JONATHAN MIX, a Citizen of the United States, hath alleged that he has invented a new and useful improvement

IN MAIN SPRINGS FOR CARRIAGES

which improvement has not been known or used before his application; has made oath that he does verily believe that he is the true inventor or discoverer of said improvement, has paid into the Treasury of the United States, the sum of thirty dollars, delivered a receipt for the same, and presented a petition to the Secretary of State, signifying a desire of obtaining an exclusive property in the said improvement, and praying that a patent may be granted for that purpose: ~~These are therefore~~ to grant, according to law, to the said Jonathan Mix, his heirs, administrators, or assigns, for the term of fourteen years, from the nineteenth day of April, 1807, the full and exclu-

* The record of this and the following patent, together with the models, appear to have been destroyed by the fire in the Patent Office.—
W. P. B.

sive right and liberty of making, constructing, using, and vending to others to be used, the said improvement, a description whereof is given in the words of the said Jonathan Mix himself, in the schedule hereto annexed, and is made a part of these presents.

In testimony whereof, I have caused these Letters to be made Patent, and the Seal of the United States to be hereunto affixed.

GIVEN under my hand, at the city of Washington, this eighteenth day of April in the year of our Lord, one thousand eight hundred and seven and of the independence of the United States of America the thirty first.

TH. JEFFERSON.

By the President,

JAMES MADISON,
Secretary of State.



City of Washington, To wit:

I DO HEREBY CERTIFY, That the foregoing Letters Patent, were delivered to me on the eighteenth day of April in the year of our Lord, one thousand eight hundred and seven to be examined; that I have examined the same, and find them conformable to law. And I do hereby return the same to the Secretary of State, within fifteen days from the date aforesaid, to wit:—On this eighteenth day of April in the year aforesaid.

C. A. Rodney,
Attorney General of the United States.

THE SCHEDULE referred to in these Letters Patent, and making part of the same, containing a Description in the Words of the said Jonathan Mix himself of his Main Springs for Carriages.

My Main Spring for carriages is a double spring, about four feet in length, fastened lengthwise, on the upper side of a strong axle-tree, by two bolts or bands near the middle; the ends rising about four inches, or higher if preferred, on which are to rest the shafts of the carriage [a chaise or two-wheeled vehicle being in view.] The shafts are to be fastened at each end of the springs, by a bolt fastened through the shaft, the end of the spring, the axle-tree and the stay, and there secured by a nut; the bolt being made to play easily through the spring and the axle-tree to permit the spring to rise and fall. The work may be strengthened by two bars passing from the shaft to the stay, one on each side of the spring and axle, so that the spring and axle will play easily between them.

The spring may be made of steel in leaves, or of wood plated with iron or steel, or of wood only, or any other suitable materials.

The Spring may also be made straight and fastened by bolts or bands to the underside of the axle-tree, and the stays rest on the end of the springs; thus supporting the shafts and carriage, secured by bolts and bars in the manner aforesaid.

The principle of the invention consists in reducing the springs of the carriage to one, and fixing that to the centre of the axle-tree and supporting the shafts on it.

It may be applied to wagons, coaches, or other carriages.

JONATHAN MIX.

Witnesses,
Ebenezer Baldwin. }
Simeon Baldwin. }

PATENT FOR THOROUGH-BRACE SPRINGS
FOR CARRIAGES.

[This patent was issued June 17, 1808, and is likewise signed by President Jefferson and by James Madison, Secretary of State, and C. A. Rodney, Attorney General.]

The Specification is as follows :

The Thorough-braces for four-wheeled carriages in the most simple form are strong bars passing under each side of the body and resting on the ends of Mix's main or axle-tree springs and there secured by bolts ; or if the thorough-braces are required to have more elasticity, they must terminate, after passing the body, in leaf springs at each end and are to be connected with the axle-tree springs either on the top of the ends secured with a bolt passing through a hole that will give play to the springs, or may be fastened under the ends of the axle-tree springs by a double-jointed shackle or by a joint or bolt at one spring and resting on a roller upon the other in the manner of a cradle spring.

The Thorough-braces for two-wheeled carriages consist of a bar under each side of the body terminating at each end in leaf springs bowing downwards, passing through a loop under one of the cross-bars, and fast-

ened under the other by a double-jointed shackle so as to give room for the operation of the spring, or by a joint at one end and resting on a roller at the other.

These thorough-braces may be made wholly of iron or steel, or of wood, or wood skained with iron, and will supersede the necessity and use of leather thorough-braces or hangings. The principle of this invention is to substitute iron or wooden spring thorough-braces for all carriages in place of leather, and to give more elasticity and more durability and at less expense.

JONATHAN MIX.

Witnesses :—

Deodat Bemont.

Simeon Baldwin.

CERTIFICATE OF THE EXCELLENCE OF
MIX'S MAIN AXLE-TREE SPRINGS.—1811.

These may certify whom it may concerne. That we, the Subscribers, have examined Mix's Main Axle-tree Springs for carriages and have had a trial of the utility and the preference of those springs to any other we have been acquainted with, we having an opportunity to ride in a carriage or carriages the body of which was hung on two of Mix's Main Springs, one being placed on the center of the forward axle-tree and the other on the center of the hind axle-tree without any thorough-braces to the same, and after mature deliberation do hereby give it as our opinion that they are the safest and most convenient and best springs ever invented or made use of, and do hereby recommend them to the Publick to be used on two or four-wheel carriages, and in our opinion a stage fixed on Mix's Axle-tree Springs is not so liable to overset and that they will last much longer than those whose carriage bodies are hung on Thorough-Braces, and that the horses will carry the load easier and the Passengers will be transported much more to their ease and satisfaction.

All of which is submitted to the Publick by the Subscribers in the city of New Haven, March 15th, 1811.

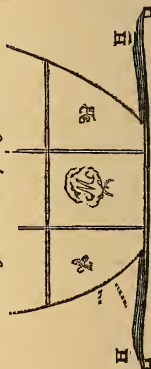
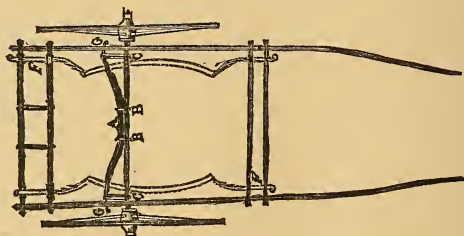
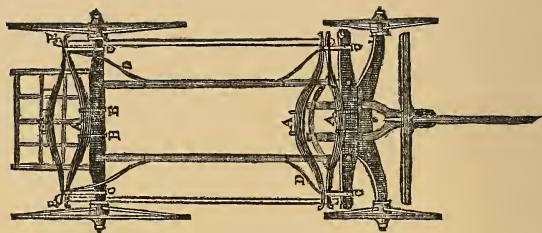
Nathan Peck.	Geo. W. Broome.
Joseph Nichols.	Amos Doolittle.
Justice Butler.	Wm. L. Bakewell.

[And others whose names are illegible and lost.]

EXPLANATION.

A.A. the Springs. B.B. the Bolts that
 sustain the Spring to the axle-tree
 C.C. the Stays or Sockets in which the Spring
 plays. D.D. Braces extending from the
 Perches to the upper ends of the Sockets.
 The dotted lines show the supporters
 on which the Body rests, which are fast-
 ned to the Body & rests on the ends of the
 Springs in the four wheel ferrug as repre-
 sented at Letter E. and may be made of wood
 Iron or Steel.

In the Two wheel Carriage the supporters
 of the Body rests on the bar F F. and
 the Shafts, on the ends of the Spring G.G.
 Thorough Brace Spring H.H.



MIX'S MAIN OR AXLE-TREE SPRING.

Copy of an illustrated circular found amongst the papers of Captain Jonathan Mix.

Two of the above Plates represent the manner of placing the new invented and much approved Patent Springs, called "*Mix's Patent Main or Axletree Springs, for Chaises, Coaches, Stages, and all Pleasure and other Carriages.*" These Springs have been made trial of, and are now in use, and universally approved of by all who have had an opportunity to see or make use of them, and are acknowledged by all to be preferable to any that have ever been in operation previous to their invention, on the following accounts, and many others, which cannot now be comprehended in a small handbill—*to wit:*

First—The Springs being placed on the center of the Axis, the whole weight of the load centers on the axis, and thereby prevents the load from bearing hard on either of the wheels, and acts as a lever in lifting the wheel over any obstruction in its way, and is a great preventive of the wear and tear of the wheel and carriage; and is also a check to the oversetting of it.

Second—These Springs are also preferable on this account: The Carriages are so constructed that there will be no necessity of thorough braces, the body of the Carriage being fixed in a permanent manner, the

swinging of the body sideways is prevented, which is a great easement to the horses as well as to those in the Carriage.

Third—Carriages fixed with Mix's Springs are preferable to others now in use on another account: They can be built at a much less expense than others, and will last for a much longer time; and if built in the right way, will want but very little repairs for a long time, as they are not subject to that racking and twisting that others are.

Fourth—Carriages fixed as above are completely adapted for rough, hubby, stony roads, and especially for pavements in the streets of cities, &c. A fair and candid trial having been made with regard to the Carriage's running on rough roads and pavements, they are found to answer to the satisfaction and admiration of all, far beyond their most sanguine expectations, and can with truth and propriety be recommended to the Public.

The third of the above Plates represents "Mix's thorough-brace Springs for Carriages," &c. These are strong bars passing under each side of the body, pressing on the ends of Mix's main or axletree springs, and there secured by bolts; or if the thorough braces are required to have more elasticity, they must terminate after passing the body in leaf-springs at each end, and are to be connected with the axletree springs, either on the top of the ends secured with a bolt passing through a hole that will give play to the springs, or may be fastened under the ends of the

axletree springs by a double jointed shackle, or by a joint or bolt at one spring, and resting on a roller upon the other, in the manner of a cradle-spring.

The thorough-braces for two-wheel carriages, consist of a bar under each side of the body, terminating at each end in leaf-springs bowing downwards, passing through a loop under one of the cross-bars, and fastened under the other by a double-jointed shackle, so as to give room for the operation of the spring, or by a joint at one end and resting on a roller at the other.

These thorough-braces may be made wholly of iron and steel, or of wood, or wood skained with iron, and will supersede the necessity of leather thorough-braces or hangings.

The principle of this invention is to substitute iron or wooden spring thorough-braces for all carriages in place of leather, and to give more elasticity, and more durability, and at less expense.

The Public are cautioned against making, constructing, using, and vending to others to be used, the above described invention, as the subscriber is determined to prosecute all violations of his rights.

Those who may wish to obtain licences for making them, may obtain them upon reasonable terms, by applying to the subscriber, at No. 29 Hudson-street, New-York.

JONATHAN MIX, *Patentee.*

New-York, May 15, 1815.

The Cartouche Box patent was issued June 3, 1813.

THE MIX (MEEKES) FAMILY IN NEW HAVEN.

The ancestor of the principal families by the name of Mix in New Haven was Thomas Meekes, as early as 1643, who married Rebecca, daughter of Captain Nathaniel Turner, in 1649, and had twelve children, eight being sons, and four daughters. In the list of the first grantees of New Haven upon the map made by General Wadsworth, of Durham, one hundred years later, 1748, the name appears as Th^s Meeks, and in Barber's History (1856), in the list of the first settlers in New Haven, 1639-1645, the name is spelled Meakes. Savage, in his New England Genealogical Dictionary, writes "Mix or Meeks, proprietors of New Haven, 1685," and states that the name was originally Meekes. The name Mix appears, therefore, to be a modern phonographic abbreviation, or a modification, of the ancient name of Meekes. This view is adopted by Mr. George F. Tuttle in his remarkable work upon the Tuttle family, and in a letter to the writer he says:

"My authority for *Meekes*, as the orthography in early Colonial times of the name now spelled Mix, is mainly the Proprietors' Record of New Haven Colony. The entries relating to Thomas Meekes from 1648, or thereabouts, down to the year of his decease, in 1691, are very numerous, and with one exception are invari-

ably written as above, Meekes. The exception is found in a deed or conveyance, in 1688, in which it is spelled Meeks. This is an unusual uniformity, as most family names during that period were more or less distorted from carelessness, ignorance, or caprice. In the Probate records it is spelled Mix. How Thomas Mix spelled his name, whether he spelled it at all, or in more ways than one, I am unable to say. His will is signed T, his mark. This, however, does not signify that he was unable to write. . . , I think Mix is a careless form that gradually supplanted a truer one represented by Meeks, or Meekes, as Tuttle did that of Tuthill, or Tothill. The origin of many family names is irrecoverably lost in the disguises of modern orthography."

The inventory of the estate of Thomas Meekes amounted to £868 17s. 7d., a large estate for that period.

The late Henry White, in his history of the Cutler lot, says of Thomas Meekes, "though not among the first settlers he was here early, and though in his youth wayward and requiring some regulation, he became ultimately a substantial and wealthy inhabitant." At his death, in 1692, he divided his large estate among ten children, all of whom became heads of families, and the sons persons of repute.*

Tradition says that the family came to this country from London, England. The prominence in New

* Papers of the New Haven Colony Hist. Soc., vol. i, p. 42.

Haven of the descendants of Thomas, about one hundred years after the settlement, is shown by the Wadsworth map in 1748. Three of the principal corners upon the public square, the present "Green," were occupied by families of the name. Samuel Mix, schoolmaster, lived and kept the school on the southwest corner of College and Elm streets, where the Battell Chapel now stands. Directly opposite, on the northwest corner, where the East Divinity School is built, — Mix kept the inn, and Timothy Mix, the physician, lived on or near the northeast corner of the green, now the corner of Church and Elm streets. Nathaniel Mix, farmer, lived on the same square with President Clap, of the college; Caleb Mix and T. Mix, both farmers, lived in the rear of the college. An earlier map by Joseph Brown, in 1724, shows the residence, also, of Jno. Mix on the northeast corner of College and Elm streets.

In 1736 Joseph Mix was a member of the General Assembly, or Deputy, from New Haven with Jonathan Alling. In 1744, and later, Samuel Mix was prominent as a member of various committees appointed by the Assembly. In October, 1744, he was selected with others to report upon the consolidation of two parishes in Fairfield. In 1745 he was one of a committee appointed to repair the house of the Rector, for which an appropriation of £200 had been made, to which a further sum of £100 was added. In 1747, on the Memorial of the President and Fellows of Yale College,

the General Assembly, by resolution, provided for a Lottery to raise funds with which to increase the college accommodations, and Mr. Samuel Mix was appointed one of the Directors of the Lottery, together with Captain John Hubbard and Mr. Chauncey Whittlesey.

In the year 1759, on the petition of the inhabitants living within the limits of the First Ecclesiastical Society, a division of this society was made, and another society, called the White Haven, was formed. Amongst the names of many constituting this new society we find the names of Joseph Mix, Timothy Mix, Jonathan Mix and John Mix. The name of Caleb Mix occurs amongst the members of the remaining First Society.

In 1746 Daniel Mix, of Norwich, was appointed Lieutenant in the fifth Company or Train band. In 1768 the Assembly established Mr. John Mix, of New Haven, to be Lieutenant of the fifth Company or Train band in the second regiment of the Colony, and later he was appointed Captain of the same.

Before the year 1800 three of the name had graduated at Yale College: Samuel in 1720; Elisha in 1724, and Timothy in 1731. Of Samuel Mix Professor Dexter writes: He was the eldest child of Samuel, son of Thomas and Rebecca Mix, of New Haven, by his wife Rebecca, daughter of George Pardee, born May 20, 1700. Became the Rector of the Hopkins Grammar School in New Haven and continued in that position

until 1729. He occupied several important positions of trust. In later years he kept an inn on Elm street, corner of College, the site of the present Divinity School. He was in 1747 one of the managers of the lottery, from part of the proceeds of which South Middle College was built.

Elisha Mix was the eldest son and fourth child of Rev. Stephen Mix, who graduated from Harvard College in 1690. Timothy was the son of Lieutenant Joseph Mix and grandson of John and Elizabeth. His son served throughout the American Revolution.

At the beginning of this century there were in the Grove street cemetery thirty-seven tombstones erected in memory of persons by the name of Mix, some of them bearing more than one name.

For the following abstracts and copies of deeds I am indebted to Mr. George F. Tuttle, of New Haven, who has also greatly assisted me in compiling the genealogy of the earlier generations of the Mix family in New Haven.

March 19, 1778. Jonathan Mix, of New Haven, for 100£ conveys to Jonathan Mix, Jr., of Branford, "all my right and title to my homestead in said New Haven, bounded southerly and easterly by highways, northerly by Captain Joseph Munson's land, westerly by Enoch Mallory's and partly by Colonel Hubbard's land, 4 acres more or less with a dwelling house and barn.

John Lothrop.	} Witnesses.
John Mix, Jr.	

May 16, 1765. Jonathan Mix conveys to Richard Woodhull house lot in New Haven at the northeast corner of the market place, about $\frac{3}{4}$ of an acre with house and barn on the same, bounded easterly on land of Timothy Jones, southerly and westerly by town streets, and northerly on land lately belonging to Captain Samuel Barnes, deceased. Consideration 150£. [This must be the site of the present First Methodist Church.]

Received for Record August 27, 1800. Jonathan Mix and Elizabeth Mary Mix, for 2500\$ convey to Joseph Darling, Esq., a lot on the northerly side of the Public Green, bounded westerly on land of Isaac Mills, northerly on land belonging to the heirs of Captain John Mix, easterly on land of John Pierpont, and southerly on said Public Green or "*Elm*" street, containing 70 rods more or less, lying together with the new house and other buildings this day purchased by the said Elizabeth Mary Mix of the said Isaac Mills, together with all the improvements which shall be made on the premises.

Isaac Mills.	} Witnesses.
Henry Daggett.	

The condition of the above deed was to give Joseph Darling three notes for 1364\$ payable November 1, 1801, with interest, and Jonathan Mix to give his note of hand to Joseph Darling for 254.⁶⁴/₁₀₀\$ payable in 5 months. These notes and deeds given to Darling to secure him for guaranteeing Mrs. Mix the said Jonathan Mix's contract with Justus Hotchkiss & Co. for lumber to the amount of 225.70 to cover said new house also for guaranteeing Jonathan Mix's contract to Elisha Dickerman for 230\$.

From the above it appears that Jonathan Mix about the time of his second marriage (August, 1800), was building a new house facing the Green on Elm street.

The line of descent of Jonathan Mix from Thomas (1643), appears to be as follows:

THOMAS MEEKES (MIX), of New Haven, 1643, b. —? d. early in 1691, leaving good estate and names ten children, all living: John and Stephen executors; m. 1649, Rebecca, daughter of Captain Nathaniel Turner.*

- i. JOHN, b. 1649; m. Elizabeth Heaton.
- ii. NATHANIEL, b. Sept. 14, 1651; m. Mary Pantry.
- iii. DANIEL, b. Sept. 8, 1653; m. May 2, 1678, Ruth Rockwell.
- iv. THOMAS, b. Aug. 30, 1655; m. Hannah Fitch. Removed to Norwich.
- v. CALEB, died young.
- vi. REBECCA, b. Jan. 4, 1658; d. June 10, 1731.
- vii. ABIGAIL, b. 1659; m. John Pantry, brother of Mary.

* Captain Nathaniel Turner had been a soldier in the low countries; came in the fleet with Winthrop, 1630: was constable in Boston, 1632; representative at the first court, 1634-6; went against the Pequots, 1637. On the formation of the civil government in New Haven was elected one of the first four magistrates, 1639. In 1640 chosen chief military officer of the colony; one of the purchasers for the colony of Stamford; agent for New Haven in the purchase of Delaware lands; 1643, chosen Deputy to the Court of Combination, or Congress of the New England colonies; 1646, sailed for London in the Phantom Ship and was never heard of. His sword is in the possession of the Conn. Hist. Soc. at Hartford.—*Condensed from G. F. Tuttle's account of Turner family, in Tuttle Family, p. 705.*

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- viii. CALEB, b. 1661 ; m. Mary Bradley.
ix. SAMUEL, b. Jan. 11, 1663 ; m. Rebecca Pardee.
x. HANNAH, b. June 30, 1666 ; m. June 25, 1691.
xi. ESTHER, d. 1670.
xii. STEPHEN, b. Nov. 1, 1662 ; m. Mary Stoddard.
- i. JOHN MIX, b. 1649 ; d. Jan. 21, 1711-12 ; m. before 1679 Elizabeth Heaton, b. 1650 ; d. Aug., 1711 ; dau. of James and Elizabeth Heaton.
i. JOHN, b. Aug. 25, 1676 ; m. Nov. 25, 1702, Sarah Thompson, who d. Nov. 21, 1711. m. (2), Nov. 12, 1712, by Joseph Curtiss, Mrs. Elizabeth Booth, who d. May, 1716. He m. (3), Feb. 14, 1716-7, Esther Peck.
ii. ESTHER, b. Dec. 25, 1678 ; m. Theophilus Munson.
iii. ELIZABETH, b. Feb. 18, 1681 ; m. Aug. 4, 1713, John Atwater.
iv. JOSEPH, b. Dec. 18, 1684.
v. STEPHEN, b. March 24, 1686.
vi. ABIGAIL, b. April 17, 1687 ; m. Sept. 7, 1706, Major Thomas Miles.
vii. MERCY, April 16, 1692 ; m. Jan. 5, 1715-6, Ebenezer Alling.
14. JOSEPH MIX, b. Dec. 18, 1684 ; m. March 24, 1709, Hannah, dau. of John and Sarah (Glover) Ball, b. Jan. 12, 1690. The will of Joseph Mix was proved in 1757. He is called Lieutenant, and his wife is named Rebecca—and sons Timothy, Joseph and Jonathan.
i. TIMOTHY, b. Sept. 24, 1711.
ii. JOHN, b. Nov. 15, 1713.
iii. JOSEPH, b. Oct. 29, 1715.

- iv. STEPHEN, b. Dec. 2, 1717 ; d. Dec. 3, 1717.
- v. STEPHEN, b. Dec. 4, 1718.
- vi. HANNAH, b. March 7, 1725 ; of Sergeant Joseph.
- vii. MABEL, b. Dec. 16, 1727 ; of Sergeant Joseph.
- viii. JONATHAN, b. Nov. 7, 1729 ; of Lieutenant Joseph.
- 148. JONATHAN MIX, m. Dec. 8, 1748, Mary Peck.
- (2). April 22, 1756, Patience Alling.
 - i. WILLIAM, b. Nov. 3, 1749 ; m. — Eals.
 - ii. JOHN, b. June 19, 1751 ; m. — Farrand.
 - iii. JONATHAN, b. April 19, 1753.

And by second marriage, probably

- iv. ELDAD, b. May 23, 1757 ; m. — Hitchcock.
- v. MARY, b. Nov. 20, 1759.
- vi. JOSEPH ; m. Sally Phipps.
- vii. ELIZABETH—"Betsy."

The following Family Record of Jonathan Mix and his children is copied from the old family Bible left by Mary Elizabeth Mix to her daughter Adeline, at the Homestead, Cherry Hill, Hamden, Conn.

1483. JONATHAN MIX, born in New Haven in his father's house on the north corner of the Green, April 19, 1753, Friday. Was married Aug. 6, 1776. ANNA SEARS, his first wife, born in New Haven, Sept. 28, 1758, daughter of Captain Joshua Sears. Our children : first son,
- i. JAMES PECK MIX, born August 2, 1778, Sabbath day.
 - ii. ELIJAH MIX, born June 17, 1780.
 - iii. CLARISSA MIX, a daughter, born Sept. 8, 1782 ; married E. Townsend, July, 1800 ; died 1812.

iv. JONATHAN MARVIN, born Sept. 28, 1784.

v. MARVIN PECK MIX, born June 9, 1786, Friday.

vi. NANCY MARIA, born Sept. 23, Friday, 1788; died Oct. 5, 1789.

vii. JONATHAN LUCIUS, born June 1, 1790; died in Guadeloupe.

viii. MARY ELIZA, born March 16, 1793, Sabbath.

ix. WILLIAM AUGUSTUS, born April 6, 1795, Friday.

x. JULIA ANN, born June 23, 1797, Friday. [Died March 22, 1823.]

June 23, 1799, my dear wife, mother of the above children, died in childbed, aged 40 years, 8 months and 11 days. She was a loving wife, a vigilant and attentive mother, she was a good neighbor, she was a CHRISTIAN.

August 5, 1800, Jonathan Mix married Elizabeth Mary (daughter of Captain Solomon Phipps, from Maine, but then a resident of New Haven), b. Nov. 27, 1776; d. April 15, 1849, at Cherry Hill, Hamden, and had but one child, a daughter.

xi. ADELINE NANCY, b. April 18, 1805, Wednesday, in the city of New Haven.

JOSEPH MIX TO JONATHAN MIX.

Copy of the closing part of a letter from Rev. Joseph Mix, of Suffield, Conn., dated New Haven, March 15, 1810, directed to Mr. Jonathan Mix, New York.

“Please to give my best love and respects to your worthy partner and beloved children—I did intend sometime to write you some of my reflections when passing by the old Mansion the other day where first we drew the vital air. I paused—and looked—and thought, the days of childhood rushed upon my mind. This is the spot, said I, where parental fondness, filial love and peace and health and plenty cheered the morning of my days, my pleasant childish sports—my little picture books of Jack built House, Crusoe and Bunyan I remember well. My brothers and sisters from William down to Betsey passed my mind; my parents too: I saw my Father smiling seat his children all around, while he from Scripture or from Flavel read the word of Life and closed with prayers to God. To all around a pleasant man he was, and all his care his family to bless. I saw the barn, the garret, and the cellar all well stored; the horses, cattle, sheep, and poultry feeding or sporting round the yard; the grunting hogs of an unrivalled size—there too was my spotted lamb, said I, my father gave it me to feed and tend because its mother died—which I with kindness

killed. Most of us children had a lamb or goose or duck or hen which we called ours and then our father smiled. The pleasant summer morning smiled. Then we to pasture went—to drive the cows and bring home Price or Poney or Old Black with bags of fruit. Our mother used to bake to please our taste, while we—but I must stop, my time and paper if not your patience are exhausted, and it is bed time. Don't laugh at my childish reflections of childhood, tho' simple yet most dear. Excuse this rude and hasty sketch, 'tis not what part I meant to write. That Blessings may attend you and your beloved family, my dear brother is the almost daily prayer of your aff. brother

JOSEPH MIX.

DESCENDANTS OF JONATHAN MIX.

Of the children of Jonathan Mix, James Peck, the oldest, became a merchant and resided for some time in South America, where there is reason to believe he amassed a large fortune, but he was never heard from directly by the family.

Elijah (ii), the second son, is referred to by Captain Mix in his memoirs as being already in the naval service. From the general list of naval officers it appears that he was Master in the navy 12th June, 1813, and was furloughed, but the records do not give any further information. He served with great credit during the war of 1812. He was bearer of important despatches

in an open boat by sea from New York to Washington. He was early identified with the invention and use of torpedos, and in trying to place one under an English man-of-war in Hampton Roads he failed through the fouling of the torpedo with the anchor chains. Tradition says that the English Government offered the sum of \$2,000 for the ears of the man who made the attempt. He is said to have taken two ships off Boston Harbor, and being taken prisoner was sent to Halifax and imprisoned there. He resided for a time, about 1830, in Pine street, New York, and then removed to New Orleans, where he died. He was a man of remarkable force and energy, but a most kind and affectionate father and husband. A mass of valuable papers relating largely to the experiment with the torpedo, and family matters, left in a trunk in the house of his son in New Orleans, was destroyed during the occupation of the city by General Butler in the war of the Rebellion.

14832. ELIJAH MIX, m. Maria Cooper, dau. of Major Samuel Cooper, U. S. A., of Virginia, and had twelve children.

i. MARY, m. Jeremiah Townsend, of New Haven, and had three sons and two daughters. The eldest daughter, Virginia A. Townsend, m. Alonzo Wakeman and had four sons, of whom three died young. The youngest, James Townsend, resides in San Francisco (architect); m. Emma Joyce, and had two children. The son and the mother have died; the daughter, Mary, lives with Mrs. Virginia Wakeman, in San Francisco.

ii. SOPHIA, second daughter, b. about 1811; m. Dr. B. K. Hart, of Albion, New York State. They had three children, one son, two daughters. The father, mother and the son have died. The oldest daughter, Lucy, m. Charles Wright, of Boston; two children, sons, died in infancy.

The second daughter of Sophia m. S. J. Stilwell, of Kansas; one child, a daughter.

iii. HENRY (eldest son), not married. Was a sailor; died in New Orleans, 1848.

iv. EDWIN MIX, third child, b. — (lawyer); m. Louisa Kendig, of New Orleans. They had six children, four boys, two girls. Three of the sons and the youngest daughter and their father have died. The widow, with the eldest daughter, reside in New Orleans. The youngest son, Franklin, m. dau. of General H. Hays.

v. THEODORE MIX, b. — (farmer); m. Mary Ash, of Kentucky, and had four children; two sons died young. The daughter, eldest, Sophy, m. Colonel Mendenhall, U. S. A., and have three sons. The youngest daughter m. John Lewis and has two children, daughters.

vi. JAMES MIX, m. Annie Dwight, of New Orleans; had three children, one daughter, who m. Captain Converse, U. S. A. They have one son, Eugene. Mrs. James Mix, with her two sons, reside in Washington Territory. Both sons have married and each have one child.

vii. GEORGIANA, a daughter, died in infancy.

viii. WILLIAM MIX, unmarried; is now (1886), living in Oakland, California.

ix. CATHERINE (fourth daughter), m. about 1846 Ralph W. Kirkham, son of Mr. John Kirkham, of Springfield,

Mass. He entered the West Point Military Academy June, 1838, graduated 1842; served on the frontier until 1846; married at Fort Gibson and five months after was ordered to Mexico and served through the war from Vera Cruz to the City of Mexico. He was Assistant Adjutant General and was brevetted first Lieutenant, then rose to the rank of Captain, and Colonel, and finally Brevet Brigadier-General in the Quartermaster's Department. Resigned in 1878 and resides in Oakland. General and Mrs. Kirkham have had seven children and seven grandchildren. Of their children, three only remain, Leila, m. David B. Blair, who d. 1885 in Africa, leaving two children, sons; May, m. James Safford, of Springfield, Mass., and have one son and two daughters; Katherine, unmarried; Julia, the oldest daughter, m. Lieutenant Murray Davis, and both died, leaving one son, Stanton Davis.

x. ALFRED, a physician, formerly resident of Idaho, now in Guaymas, Mexico; has two or more children.

xi. CHARLES, seventh son.

xii. GUSTAVUS L. MIX, m. Catherine Browne, sister of the late J. Ross Browne, author, and Minister of the United States to China. They now reside in Oakland, California.

14833. CLARISSA MIX, m. Ebenezer Townsend. Their daughter EMILY, b. 1809, d. 1864, m. Captain Edward Mix, b. 1802, d. 1882, aged 80. Their children: 1. Edward Townsend Mix. 2. Clarissa Mix. 3. Frances Buckley Mix. 4. Emily Townsend Mix. 5. Annie Rebecca Mix, d. . 6. Augustus Mix, d. .

Of Captain Edward Mix, his son, Edward Townsend Mix, now of Milwaukee, Wisconsin, writes as follows:

“My father traced his descent back to Caleb Mix, one of the founders, or at least earliest settlers, of New Haven. Caleb, the second, born 1687, had a son Thomas, who in 1770 married Mehitable Beecher. They had six children, the eldest being Elisha. He was, I judge, a man of means and a merchant, trader, etc. His eldest son, Elihu, was my grandfather; he married Nancy Atwater, of New Haven. They had three children: Edward H., Elihu L. Mix, and Margaret M. Mix; Mr. Elihu Mix, of Westville, only surviving at this time.

My grandfather was engaged in the shipping business at early part of this century and sailed from New Haven in the little ships of those days, circumnavigating the globe. In one of these adventurous voyages, in the seal fishery and China trade interest, in 1808, his ship touched for stores at the Sandwich Islands, and while there he was poisoned by the Queen of the Islands. This was the time of considerable missionary zeal on part of the New England churches, and several young islanders were brought over for education under Christian societies. The king wished his young sons to come and it was understood the queen, to defeat their object, caused the baked fish she had sent to the officers to be poisoned. Accidentally the others were absent and Captain Mix only partook of the fatal dish.

In a sense it may be said he was one of the early martyrs to the missionary zeal of the New England churches. My grandmother was then, and later, one of the most active and influential women in mission and other church work of the times.

My father's active life was mostly devoted to the hereditary calling of his ancestors. He went to sea at thirteen years of age, and at twenty commanded his own ship. He was proud of his profession, and in all respects at the head of it. Though a strict disciplinarian, his men, many of them, went many succeeding voyages with him and seemed to worship him. He was a born commander, and I have been told by his old officers, seemed calmest and most self-possessed in the most trying emergency of his calling.

In 1837, at the urgent desire of my mother, he left the sea with a moderate competence, to try farming at the West. Here for ten years he struggled with the difficulties of a new country to learn and like a business he knew nothing of. In 1848 he gave it up and returned to his own calling, taking command of a clipper ship, the "Meteor," at Baltimore, for a trip to the West Indies. He said to his brother, who went on board to see him off, "Ely, don't tell these land lubbers I haven't seen a ship in ten years." He made the quickest trip ever run over same track by sailing vessel at that date, and it was noted by the papers all over the country. Later he sailed to the Pacific, first in the gold fever times of California, taking out a col-

ony of miners, selling his ship, and himself establishing a store at Marysville and selling a miscellaneous stock sent out by consignees. I remember his telling of traveling on mule-back one night while there, overtaking an ox team and, as was his wont, getting acquainted in the dark with the driver, who he thought used good English for his position. Arriving at the wayside inn the driver proved to be a New Haven man, Professor Forrest Shepherd, of New Haven.

Father was always good company, had seen life under so many skies with such kindly eyes and good meaning, it was delightful to hear him talk, which he did only with friends. He was one of the most tender hearted men I ever knew, and generous to a fault, a gentleman of the old school, 'Without fear and without reproach.' His interest in young men he kept to the last, and he had a kind and fatherly word for them when they erred if he thought they had the right stuff in them; but no sympathy with the small vices of the age.

I have been so long away from New England I have little knowledge of our ancestors beyond the brief outline given, and if I have written more fully of my father than there is need, it is because as age and time gives perspective to his life, it seems to his son to have been one of singular purity, earnestness and truth."

MILWAUKEE, WIS., June 5, 1886.

EMILY TOWNSEND MIX, m. James G. Baldwin. Their children: 1. James Mix. 2. Hope. 3. Emily Townsend. 4. Mary Arnold. 5. Annie Rosalie. 6. Mabel May. 7. Ethelinda Arnold. 8. Cynthia. 9. Edna Augusta Mix. 10. Margaret Adeline.

14835. MARVIN P. MIX, b. June 9, 1786; entered the Navy of the United States, was master 22d September, 1812, Lieutenant 9th December, 1814, Commander 3d March, 1831, and died in New York 8th February, 1839; buried in Brooklyn with naval honors. He m. ———, of New York, and had four or more children: Edwin, Thomas, Isabella and Susan. Thomas entered the navy; was Midshipman 6th January, 1832, passed Midshipman 23d June, 1838, Lieutenant 30th March, 1844; died 24th August, 1849. He m. Virginia Wilson. Isabella m. James Wilson, who died, leaving one son, Marvin, now a resident of the Sandwich Islands. Susan m. Ralph Haskins, and had two daughters.

1483.10. JULIA ANN MIX, b. June 23, 1797; m. Lieutenant Gustavus Loomis, U. S. A., at Washington, Dutchess Co., N. Y., June 20, 1817. Their children were:

i. ELIZA EDNA LOOMIS, b. on Governor's Island, Harbor of New York, May 8, 1818; m. Lieutenant Edmund A. Ogden, U. S. A., May 27, 1835, at Fort Snelling, Minn. Their children were: 1. Julia Ogden, b. at Buffalo, N. Y., December 8, 1839; d. August, 1841. 2. Henry Ogden, b. at Tampa Bay, Fla., November 18, 1841; d. 1859. 3. Edmund A. Ogden, Jr., b. 1843. 4. Gustavus Loomis, b. 1845. 5. Eliza Emily ("Lizzie"), b. 1848. 6. Belle, b. 1850. 7. Kate Fauntleroy, b. 1852. 8. Edith Panton, b. 1854.

Kate Fauntleroy m. Edwin B. Booth in 1879. Their children: 1. Mary Edna Booth, b. 1880. 2. Alexander Galt, b. 1882. 3. Edwin Ogden, b. 1885.

ii. WILLIAM BERIAH, b. at New Haven, Conn., October 11, 1819; died at sea, July 30, 1820. His body committed to the deep. Rev. 20: 13.

iii. GUSTAVUS LOOMIS, Jr., b. at Baton Rouge, La., October 8, 1821; d. October 23, 1821.

1483.11. ADELINE NANCY, b. April 18, 1805; resided with her mother, Mary Elizabeth Mix, widow of Jonathan, at the old Homestead in Hamden ("Cherry Hill"), which descended to Mrs. Mix from her maternal ancestors; m. Elihu Blake, who was from Westborough, Mass., and came with his three brothers to assist their mother's brother, Eli Whitney, in the establishment of the manufacture of fire arms for the United States, at the falls on Mill River, Hamden, near New Haven, and now generally known as Whitneyville. Whitney's Armory was established there in 1798.

ELIHU BLAKE, b. May 25, 1793; d. December 24, 1875, aged 82, at Cherry Hill; and Adeline N. Blake d. at Mill Rock, the residence of her son, William P. Blake, January 20, 1883, aged 78. They had seven children, five sons and two daughters:

i. WILLIAM PHIPPS BLAKE, b. New York City, June 1, 1826; m. December 25, 1855, Charlotte Haven Lord (dau. of Hon. W. A.) Hayes, at South-Berwick, Maine, and resides at Mill Rock, Hamden, near New Haven. They have six children, five sons and one daughter. 1. William Phipps,

b. Feb. 15, 1857; d. 1863, in San Francisco. 2. Francis Hayes. 3. Joseph Augustus. 4. Theodore Whitney. 5. Constance Hayes. 6. Danforth Phipps.

ii. JUNIUS WHITNEY, d. June 9, 1831.

iii. ADELINE CLARISSA BLAKE, d. August 23, 1854; m. 1850, George Bryan Panton, b. October 8, 1826; d. February 23, 1857, and had two daughters: 1. Adele Anna, d. 1872, and 2. Emma Louisa, m. 1874, James William Frazer, of Jamaica, West Indies.

iv. ELIHU WHITNEY BLAKE, d. February 21, 1853.

v. EMMA LOUISA BLAKE, resides at Cherry Hill.

vi. THEODORE AUGUSTUS BLAKE, b. 1838.

vii. FREDERICK FAY BLAKE, d. February 10, 1847.





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